

Volume One of the Richmond General Plan

Goals, Policies, Guidelines, Standards,
and Implementation Programs

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INTRODUCTION

PURPOSE

The Richmond General Plan is analogous to the City's constitution. Because it is a general plan, intended to guide, with periodic updates, the community's long-range development, it contains broad-based language. Its goals and policies represent the City's overall philosophy on public and private development and provide a foundation for public and private decision making on related issues.

LEGAL AUTHORITY

The California Government Code, Section 65300, states that: "Each planning agency shall prepare and the legislative body of each county and city shall adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgement bears relation to its planning. Chartered cities shall adopt general plans which contain the mandatory elements specified by law.

"In construing the provisions of this article, the Legislature intends that the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency."

Further, the Government Code states that: "The general plan shall address each of the elements specified by law to the extent that the subject of the element exists in the planning area. The degree of specificity and level of detail of the discussion of each such element shall reflect local conditions and circumstances."

"The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals."

Because Richmond is a chartered city, its general plan must include the following seven elements: land use, circulation, housing, conservation, open space, noise, and safety.

Once adopted a general plan may be implemented through a number of different mechanisms. The primary implementation mechanism is the zoning ordinance. The zoning typically permits certain uses by right in each zoning district and other uses upon approval of a conditional use permit. The zoning establishes specific standards for minimum lot size, building height and setback limits, fence heights, parking and other development parameters. Other

implementation mechanisms include, but are not limited to, subdivision regulations, specific plans, development agreements, building and housing codes, capital improvement programs, and redevelopment.

COMPONENTS OF THE RICHMOND GENERAL PLAN

The Richmond General Plan (RGP) is a two part document, contained in two volumes. Volume One includes the goals, policies, area specific guidelines, land use designations, performance standards, implementation programs, and a glossary. It also includes maps of

Land Use, Open Space and Conservation, and Circulation. Volume Two is the Technical Appendix, which contains background information.

General Plan Elements

The Richmond General Plan includes nine elements: Land Use, Circulation, Community Facilities, Economic Development, Growth Management, Housing, Noise, Open Space and Conservation, and Safety. Hazardous Waste Management is included as an Addendum to the Safety Element. Each element generally includes the following sections: legal requirement, element goals, policies, area specific guidelines, and implementation programs. In addition, the Land Use Element contains land use designations and the Growth Management Element includes performance standards.

Each element addresses specific topic(s). However, the adopted goals and policies must not be used in isolation. Instead, each General Plan element, and its policies, must be balanced against other policy direction contained within the entire General Plan.

General Plan Goals and Policies

The goals of each element are directly correlated to at least one of twelve General Goals which are outlined below. The General Goals were developed through meetings with local neighborhood, business and environmental organizations, and in two public workshops.

General Plan goals provide the direction for a community's physical development. A plan's goals help define the range and types of data necessary to prepare the plan. Consequently, they provide the plan's foundation, and everything in the General Plan is related to the Plan goals.

Each of the General Plan elements begins with the specific goals for that particular element. A roman numeral in parenthesis is used at the end of each element goal referencing the most applicable General Goal. Policies specific to the element follow the element goals.

The twelve GENERAL GOALS are:

- I. Provide attractive residential neighborhoods with a variety of dwelling types and prices affordable to all segments of the population.
- II. Provide community facilities, commercial services and amenities easily accessible to and from residential neighborhoods.
- III. Provide for a range of commercial and industrial uses to stimulate a strong growing local economy and job opportunities for residents.
- IV. Provide a safe, attractive and efficient circulation system that ensures ongoing convenient access to all residential, business, and recreational areas by all modes of transportation.
- V. Encourage a level of urban design and beautification that improves the aesthetic and economic values of individual properties and neighborhoods for existing and future residents.
- VI. Ensure a proper balance between economic and physical development in Richmond, and protection and enhancement of the natural environment.
- VII. Promote a coherent sense of "place" and create a community of pleasant contrasts, by skillful land use planning, urban design, and use of visual elements such as scenic routes and beautification of gateways and visual corridors.
- VIII. Guide future growth so that the community, even when "built out", remains an attractive, uncrowded and pleasant place to live and work.
- IX. Attain a new level of mutually beneficial communication and coordinated planning between Richmond and its neighboring jurisdictions, other public agencies and the regional agencies.
- X. Support the educational opportunities in the City.
- XI. Provide an acceptable noise environment for existing and future residents.
- XII. Protect the community from risks to human life and property caused by natural and technological disasters.

Area Specific Guidelines

Following the goals and policies, several of the Elements contain area specific guidelines. Many of the guidelines come from previous Local Area Plans that were part of the former General Plan or from recent neighborhood land use/zoning studies.

With the comprehensive update of the Richmond General Plan, conducted between 1990 and 1993, the Local Area Plans dating back as far as 1960 were rescinded. These Local Area Plans included: (1) the Wildcat Canyon Master Plan (1960); (2) The Pullman Neighborhood Plan (1966); (3) A Policy Plan for the Iron Triangle (1966); (4) the Richmond Coastline Plan (1973); and (5) the South Richmond Shoreline Special Area Plan (adopted 1977, rescinded 1991).

Many of the goals and policies of each Local Area Plan are still valid and have been incorporated into the appropriate elements of the updated RGP as "area specific guidelines."

Policies from three local neighborhood studies were also incorporated as area specific guidelines into the appropriate elements of the updated General Plan. The local neighborhood studies included the following neighborhoods: (1) Cortez/Stege and Coronado (North); (2) Cortez/Stege and Coronado (South); and (3) Annex/Panhandle.

The phrasing of the area specific guidelines is not always consistent due to the number of documents from which they have been taken. The intention is that these guidelines continue to guide development in those specific geographic areas and that they be used as a base from which new plans, as may be appropriate, can be developed. The now rescinded Local Area Plans will remain on file in the Richmond Planning Department to serve as a historical reference.

Specific Areas

Based on the previous Local Area Plans, the neighborhood studies and recent Specific Plans, the City has been divided into eleven areas: (1) Shoreline Areas (General, West Shoreline, South Shoreline including the sub-areas of Point Isabel, Marina Bay and Santa Fe Channel, North Shoreline); (2) City Center; (3) Iron Triangle; (4) Pullman; (5) Knox Freeway/Cutting Boulevard Corridor; (6) El Sobrante Valley; (7) Hilltop; (8) Central/East Richmond; (9) Cortez/Stege/Coronado (North); (10) Cortez/Stege/Coronado (South); and (11) Potrero/Panhandle/Annex. Maps showing the boundaries of each specific area are included at the end of the Land Use Element. Not all elements contain specific guidelines for every area.

PLANNING FRAMEWORK

Physical Setting and Political Boundaries

The City of Richmond is a medium-sized residential-industrial community located on the northeast edge of San Francisco Bay. It is the largest city in western Contra Costa County, with an estimated 1992 population of 92,594. The City limits encompass approximately 56 square miles, including 33.7 square miles of land area and 22.3 square miles of water area. Two major highways, Interstate 80 and 580, pass through Richmond and connect the City directly to Marin County and northwestern California. The Baldwin and Southhampton shipping channels provide Richmond with one of the more direct routes through the Golden Gate Bridge.

Figure B-2 in Volume Two shows the City boundaries, Sphere of Influence, and Planning Area. For purposes of definition, references to the "City of Richmond" include areas within the incorporated limits and which are controlled by the City. The Richmond "Sphere of Influence" includes the City of Richmond and the immediately adjacent unincorporated areas in North Richmond, El Sobrante Valley, and East Richmond Heights, which is a small unincorporated area north of El Cerrito. The unincorporated areas are controlled by Contra Costa County but may ultimately be annexed and served by the City. The City's "Planning Area" includes not only the incorporated City and the City's Sphere of Influence, but areas that bear some relation to the City's planning, even though they may not be annexed or served by the City. The Richmond Planning Area covers about 65 square miles.

Social and Economic Setting

Richmond's population in 1990 was 87,425 according to the 1990 U.S. Census. The City's population in January 1992 was estimated at 92,594 by the State Department of Finance.

In the 10 years between 1980 and 1990 Richmond's population increased by 12,749 persons - a 17.1 percent increase or an average annual increase of 1.7%. During the previous 10 years (1970 to 1980) Richmond's population had actually decreased by 6 percent, from 79,043 in 1970 to 74,676 in 1980.

Richmond's 1980-1990 population increase of 17.1 percent was less than the growth rate for Contra Costa County, from 656,380 in 1980 to 802,933 in 1990 -- a 22.3 percent increase.

Richmond's steady population rise since 1980 was due primarily to the large number of new homes that have been built -- principally in the El Sobrante, Hilltop, Brickyard Cove, and Marina Bay areas. During the 1985-1991 seven-year period a total of 5,360 new housing units were built in Richmond, or an average of 765 per year. Over 90 percent of these 5,360 new homes were built in six subareas:

Hilltop, El Sobrante, Marina Bay, Brickyard Cove, Point Richmond, and City Center/Iron Triangle.

Richmond had a total of 34,532 housing units in April 1990 -- an increase of 5,450 units since 1980. This is an 18.7% increase in the City's housing stock in 10 years, from the 1980 total of 29,082 units.

ABAG (the Association of Bay Area Governments) projects the population of the Richmond Sphere-of-Influence Area to increase from 98,800 persons in 1990 to 104,600 in 1995 and to 105,700 by the year 2000, and then to level off at 105,600 by the year 2005. Table I-1 (below) shows the estimated future population in 2010 based on the updated Richmond General Plan.

Richmond's economy is currently undergoing a major transition from its former heavy industrial character towards more light industry, high technology companies, and new business parks that accommodate both light industrial and "office/flex" type commercial buildings. Until recently Richmond had been viewed as a city of heavy industry and a distribution center, largely because of the visible presence of a major oil refinery (Chevron USA Richmond Refinery) and several other major petrochemical industries and bulk liquid shipping terminals.

During the 1980s services and retail trade were the two fastest growing sectors in the Richmond economy. Future job growth estimates made in 1989 by ABAG called for 11,100 new jobs in Richmond's economy in the fifteen year period from 1990 to the year 2005 (ABAG's projections represent the expected or most likely growth scenario for the Bay Area; they should not be interpreted as a high-end forecast). Among the various sectors, the services sector is expected to be the fastest growing, with 41% of all the new jobs, followed by retail (16.2%) and manufacturing/wholesale (13.5%).

Table I-1 shows the estimated population, households, and employment in the City of Richmond and its Sphere of Influence in 1990, and in 2010 based on the General Plan Land Use Maps and land use and zoning designations.

For the purposes of the Environmental Impact Report (EIR) it was assumed that 2010 represents the "horizon year" for Richmond's buildout, although in practical terms full buildout is not likely to occur that soon. It was also assumed that the intensity of land uses developed in the City between now and 2010 would be the highest allowed under the adopted General Plan land use designations. It is more likely, however, that the intensity of actual development will vary within the ranges permitted by the land use designations.

 TABLE I-1: POPULATION, HOUSEHOLDS, AND EMPLOYMENT, 1990 AND 2010
 BASED ON RICHMOND GENERAL PLAN /a

	<u>1990/b</u>	<u>2010</u>
Household Population/c	101,837	122,510
Number of Households	39,772	51,250
Total Employment	42,709	92,770
Employed Residents	46,140	58,800

 /a The numbers in this table are based on land use estimates and forecasts developed for the Contra Costa Transportation Authority, modified (for 2010) to reflect land uses proposed in the General Plan. The numbers reflect a full buildout scenario for purposes of the EIR analysis and do not correlate with ABAG's Projections '92. The numbers cover the City and its Sphere of Influence, including East Richmond Heights, El Sobrante, and North Richmond.

/b Household population was estimated using U.S. Census data for households and ABAG population/household factors. For employment, 1987 ABAG numbers were allocated by Census Tract, and modified to include projects approved between 1987 and 1990.

/c Excludes people living in group quarters.

Historical Background to the 1990-93 Richmond General Plan Update
 In 1988, the City determined that a comprehensive update of the Richmond General Plan was needed in order to deal with changed conditions that have occurred over the years, particularly the construction of the Knox Freeway (I-580) and the Richmond Parkway (formerly referred to as the North Richmond Bypass). Originally adopted in 1964, the RGP has had numerous amendments to keep it reasonably up-to-date and complete pursuant to State law; however, it has never had a comprehensive revision. The RGP, in 1988, contained 13 sections or elements adopted by the City Council. Seven of the elements were mandated by State law and the others were optional elements.

SUMMARY OF MAJOR LAND USES AND ACREAGE PROPOSED BY THE GENERAL PLAN

Table I-2 lists the major land uses proposed within the City and the acreage proposed for each use in the General Plan.

 TABLE I-2: ACREAGE OF PROPOSED LAND USES BY MAJOR LAND USE
 CATEGORY /a

<u>Land Use Category</u>	<u>Acres/b</u>	<u>Percent</u>
Residential	5,220	33.2%
Commercial	810	5.1%
Light Industry	1,290	8.2%
Heavy Industry/ Port/Marine	2,490	15.8%
Open Space	5,270	33.5%
Public	660	4.2%
TOTAL	<u>15,740</u>	<u>100.0%</u>

/a Acreages include existing and proposed land uses.

/b Number of acres estimated by approximation and are rounded to nearest 10. Does not include water areas.

Source: City of Richmond Planning Department.

GENERAL PLAN AMENDMENT PROCESS

Amendments to the Plan can be initiated by the City (through the Planning Commission or City Council) or requested by private individuals. State law generally limits the number of amendments to any mandatory element of a jurisdiction's plan to four each calendar year (Government Code Section 65358 (a)). However, State law does not limit the number of individual request which can be packaged into each of the adopted General Plan Amendments.

In Resolution No. 151-90 the Richmond City Council established that it will consider General Plan Amendments only four times in a calendar year, three of those times generally being regularly scheduled Council meetings held the 4th Monday in January, the 3rd Monday in May and the 3rd Monday in September. The fourth will be scheduled by the Planning Director, when required as the result of a planning study.

When a request for a General Plan Amendment is received by the City from a private individual, staff forwards the request to the City Council with a recommendation on whether to proceed with a study of the application. If the City Council authorizes the study, staff collects the appropriate application fees and prepares an

environmental evaluation of the proposal as required by the California Environmental Quality Act. (If City Council does not authorize the study, staff would not proceed any further). After the environmental documentation has been prepared, staff analyzes the request and prepares a staff recommendation. The Amendment request is then scheduled for public hearing before the Planning Commission. After receiving public testimony, the Commission votes to recommend approval, denial or modification of the request. The recommendation is sent to the City Council for another public hearing and a final decision.

Each amendment request must be carefully weighed as to its consistency with the adopted goals and policies of the existing General Plan. In reviewing proposals for amendments, the governing bodies should remember that the General Plan is a policy document for the entire community and that it may only be amended "in the public interest" (Government Code Section 65358 (a)). Every adopted amendment must be consistent with the rest of the plan and appropriate changes need to be made to maintain consistency.

LAND USE ELEMENT

Legal Requirement

The California Government Code, Section 65302(a) provides that:

"The plan shall include the following...

A land use element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to those areas..."

The Land Use Element includes the Land Use Map, the goals, policies, guidelines, land use designations, and implementation programs contained herein, and the background material presented in the Technical Appendix. The goals and policies should be considered in the context of the Land Use, Circulation, and Open Space and Conservation Maps which are a generalized graphic presentation of the intended future land use and circulation pattern of the City. As stated in the State General Plan Guidelines, "the land use element has the broadest scope of the seven mandatory elements. In theory, it plays the central role of correlating all land use issues into a set of coherent development policies. Its goals, objectives, policies, and programs relate directly to the other elements."

(Notes:

1. For goals and policies relating to natural resources, refer to the Open Space and Conservation Element.
2. For goals and policies relating to flooding and hazardous waste management, refer to the Safety and Open Space and Conservation Elements.

3. For goals and policies relating to open space and recreation, refer to the Open Space and Conservation, Community Facilities, and Growth Management Elements.
4. For goals and policies relating to community facilities, refer to the Community Facilities and Growth Management Elements.
5. For goals and policies relating to schools refer to the Community Facilities Element.

The goals and policies referred to above are incorporated herein by reference.)

LAND USE CATEGORIES

The descriptions of each category are illustrative and do not constitute specific policy directives or standards. The three digit number following the designation title indicates the reference number used to indicate the designation on the Land Use Maps. Uses considered as conditionally permitted in a particular zoning district may be found to be consistent with the General Plan if at an appropriate scale and density for the designated area and controlled, as necessary, through conditions specified by a conditional use permit.

In certain areas, more than one land use may be appropriate or a mix of land uses is encouraged. In these areas, the land use designations have been indicated by stripes on the General Plan Land Use Map.

To encourage growth near major service centers and transportation corridors, proposed residential densities are highest in and around the central city area. Densities are decreased further out in the El Sobrante Valley where the slopes of the Wildcat and Sobrante ridges provide a unique scenic asset. It is the intent of the General Plan to preserve these natural resources and as a result, provide an incentive to developers to cluster development at the lower elevations. Therefore, unless already developed or dedicated as open space, property above the 400 feet elevation has been designated for agricultural use with a provision to allow transfer of development rights. Development Rights Transfer refers to the transfer of development rights from properties designated as Agriculture to lower elevations where residential uses have been designated. Development Rights Transfer is defined further under the Agriculture land use category. Density Transfers, on the other hand, apply to transfer within a single property or between contiguous properties designated for residential use. Density Transfers are defined further under the Residential Categories.

Residential Categories

For residential categories, density ranges are based on net acres. The smaller number represents the least amount of development desired although lower densities may be developed. The larger number represents the maximum number of allowable units, except in cases of density transfers, development rights transfer, or when density bonuses are allowed for affordable housing. With a density bonus, the maximum number of allowable units may increase by up to 25% of the maximum number shown. The maximum allowed in the range is not guaranteed and is contingent upon site conditions, zoning requirements, general plan policies and project design. Where a specific plan has been adopted for an area, the minimum and maximum number of allowable units may vary slightly from those outlined in the General Plan; however, the maximum allowable density indicated in the specific plan for a site or area must conform to the General Plan land use designation for that particular site or area.

Lot sizes indicate typical lot size and are not a standard (e.g., lot sizes may vary through the Planned Area District or density bonus processes). Refer to the Richmond Zoning Ordinance for site specific standards.

Neighborhood serving retail uses located in appropriate locations, subject to standards and criteria determined by the Zoning Ordinance, are considered consistent with the residential categories and may not be indicated separately on the General Plan Land Use Map.

To allow for clustered development within the residential land use categories, density transfers may be permitted within a contiguous area for which more than one residential density category is designated. Such a density transfer may be approved when considered on a case-by-case basis and approved by the Planning Commission with findings related to conformance with other elements of the General Plan particularly with respect to conservation of the environment and meeting the goals and policies of the Housing Element.

Based on the 1991 California Department of Finance estimate, the January 1991 average number of Richmond residents per household is 2.64.

Net Area (acreage-flat lands): Lot area available for development excluding public roads, sidewalks, easements and similar public uses, waterways, and floodways. Net acreage for residential densities is assumed to constitute 75 percent of gross acreage for all uses, except for multiple family development, where it is assumed to comprise 80 percent. Actual site analysis and calculations may be used, however, to determine net acreage.

Net Area (acreage-hillside area): Lot area available for development excluding those features identified for flat lands plus steep slopes. The assumption of net acreage for flat lands may be used for hillside areas; however, in most cases, site analysis and calculations should be used to refine the net acreage measurement.

Density Transfer: The transfer of allowable density from one portion of a site to another portion of the same site, without increasing the total number of units allowed on the entire site.

Density Bonus: When a developer enters into an agreement with the City to provide at least 25% of a project in units for low- and moderate-income families, the density of the project may be increased by 25% of the density specified under the applicable zoning ordinance.

Very Low Density Residential/942 (0 to 5 units/net acre):

These single family residential areas are typified by relatively large lots greater than 6,000 SF and are principally located in outlying undeveloped areas of the city. These areas are generally located in the El Sobrante area where special topography, geologic conditions or urban service limitations make a more intensive form of development inappropriate.

Low Density Residential/917 (5 to 9 units/net acre):

Residential areas with developable lots generally sized 5000 SF or more. This density constitutes most of the developed area of the city proper. These areas, coupled with areas of medium density residential, make up the urban fabric of the city. New development occurs primarily on vacant infill parcels. Allowable housing types include single family residences, townhouses, and duplexes.

Medium Density Residential/918 (9 to 28 units/net acre):

This density is typified by townhouses, duplexes, apartments, and other types of low rise multifamily housing. Development of this type usually occurs on undeveloped sites associated with Planned Area developments and on small infill vacant parcels.

High Density Residential/944 (28 to 43 units/net acre):

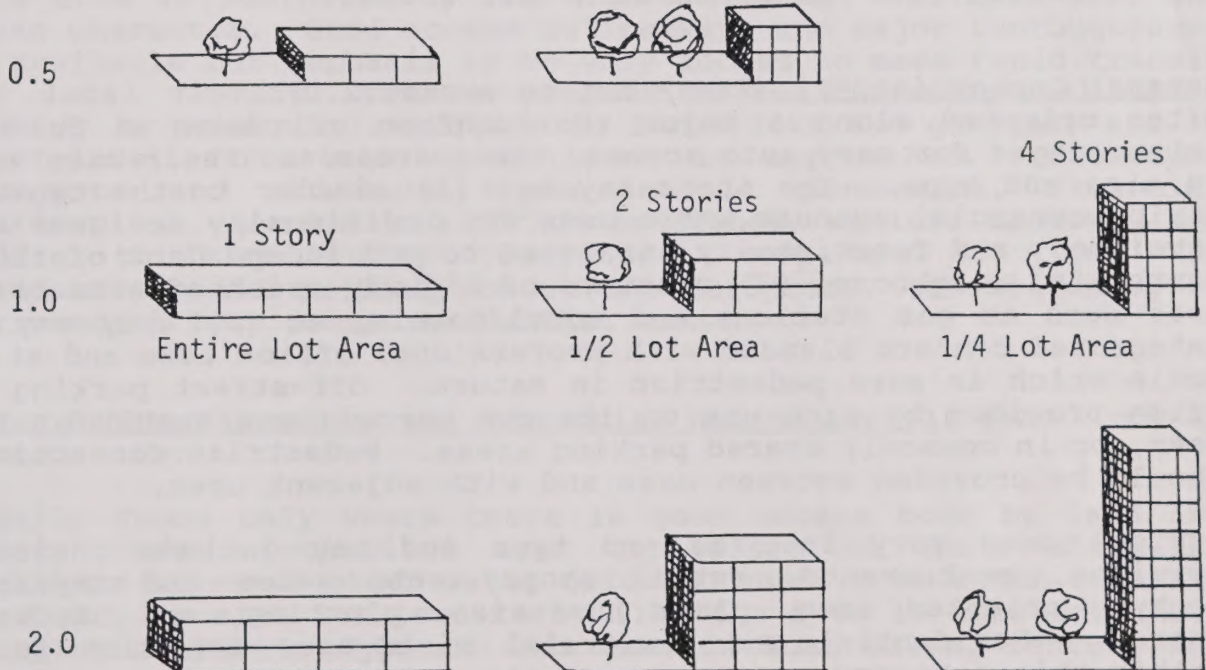
This density is typified by apartment complexes of three or more stories, usually built over parking. Designated for development in or near major transportation routes, shopping, public facilities and regional draw employment or commercial activities. It permits mixed use commercial and residential development.

Commercial Categories

For both commercial and industrial categories the standard measure of building intensity is Floor Area Ratio (FAR). The FAR is the ratio of building floor area to the total site area. For mixed-use developments with a residential component, other than live/work environments, the permitted density shall be dictated by the provisions of the zoning ordinance.

FIGURE LU-1

EXAMPLES OF FLOOR AREA RATIOS



Live/work environments are permitted within each of the commercial categories in accordance with provisions provided in the Richmond Zoning Ordinance (R.M.C. 15.04). The FAR allowed within the applicable commercial category applies to the live/work use.

Neighborhood Retail/922A (FAR - not to exceed 2.0):

Consistency with the scale and character of its surrounding residential neighborhood should limit neighborhood retail areas to small clusters, typically located at the intersection of major and secondary thoroughfares. The uses should cater primarily to the retail needs of the immediate neighborhood, such as a small grocery store, barber shop, cleaners, shoe repair, or laundrette. Ground floor uses should be primarily retail; retail and non-retail (i.e., office or residential) are allowed on or above the second floor. Buildings should be designed to fit the specific site and harmonize with adjacent homes. Off street parking needs should be minimal, relying on on-street spaces and emphasizing ease and convenience of pedestrian and bicycle access.

Although a regional attraction, the Point Richmond Business District with its pedestrian scale cluster of small restaurants, professional offices and small stores is in keeping with the scale and character of a Neighborhood Retail area.

General Commercial/922 (FAR - not to exceed 2.0):

Often oriented along a major thoroughfare or close to freeway interchanges for easy auto access, these areas and their uses vary in size and type. The areas may be: (1) similar to the typical strip commercial avenues where uses are individually designed and developed, and functionally unrelated to and independent of their commercial neighbors; (2) clusters of highway oriented commercial uses such as gas stations and motel/hotels; or (3) they may be integrated centers blended with professional office uses and at a scale which is more pedestrian in nature. Off-street parking is often provided by each use on its own parcel, preferably at the rear, or in commonly shared parking areas. Pedestrian connections should be provided between uses and with adjacent uses.

Typical uses vary in size and type and may include business services, restaurants, retail shops, auto sales and repairs, highway oriented uses, plant nurseries, plumbing, and hardware stores. Residential and commercial mixed-uses are also found within this category.

Regional Office and/or Shopping/930 (FAR - not to exceed 1.5, except where residential is a component of a mixed use development then the FAR may not exceed 2.0; residential 28 to 43 DU/net acre):

These areas can vary in size up to 200 or more acres (including parking) and predominantly provide retail goods and services and/or high quality administrative, professional and general business office and flex-type spaces. Buildings are typically malls, plazas, and/or office buildings with extensive landscaping and parking. At maturity, low rise parking structures may be feasible. Access is primarily by auto and public transit; transit lines may converge here in response to its major destination status. Principal mall occupants are major full-time department stores. A regional shopping/office center serves a market area of several communities extending well beyond the Planning Area. Pedestrian connections should be provided between uses within the center and with adjacent uses.

This category is intended to encourage a mixed-use combination of office, retail and residential. Residential uses would be permitted within this category as a component of a mixed use development.

City Center/931 (FAR - specified in the City Center Specific Plan by Sub-Area):

This area is dominated by its high intensity, multiple use, and urban character. Good access to freeways and major thoroughfares is available but emphasis is on easy access to mass rapid transit and local transit, with a connection to intra-regional rail. Parking is primarily available in large lots and garages, and in multi-level structures as buildout is approached. Principal occupants and structure types include government, financial institutions, general use office buildings, medical centers, and medium to high-density residential complexes. Mixed use residential will predominate at the periphery, transitioning to surrounding less dense residential uses.

Water Related Commerce and Commercial Recreation/910 (FAR - not to exceed 0.6):

Usually found only where there is good access both by land and water, these specialized uses capitalize on their shoreline locations to serve other water oriented uses, most often marinas. They vary in size but tend to be like the 5 to 15 acre community shopping centers. Typical uses include boat sales, rentals and repairs, sail makers and chandleries, restaurants and fish markets, and boat club facilities. Residential uses may also be found within these areas at densities of 9 to 21 units per net acre. The market area served can be Planning Area wide or broader, depending upon the degree of specialty.

Industrial Categories

Live/work environments are permitted within each of the industrial categories in accordance with provisions provided in the Richmond Zoning Ordinance (R.M.C. 15.04). The FAR allowed within the applicable industrial category applies to the live/work use.

Industrial/Office Flex/920 (FAR - not to exceed 0.50):

Industrial activities in this area are generally limited to light manufacturing, light assembly, research, product development and testing, engineering and sales development, other research functions leading to new product development and marketing, publishing, printing, and small distribution facilities using small delivery trucks. Manufacturing activities are limited to non-nuisance light manufacturing and assembly, and pilot plant operations for manufacturing and testing of prototype products. Commercial offices including corporate headquarters could be found within this category. Retail uses are generally limited to those providing support services or which are regional serving and sell in bulk warehouse quantities. It is assumed that Industrial/Office Flex uses will have warehouse-like buildings with over 10% of their floor space devoted to office uses. Types of uses that would be found within this category include: laboratories, biotechnology and high-technology uses, light assembly, retail-warehouses, and comparable types of uses. Warehousing is allowed only when strictly ancillary to the primary uses or determined, on a case-by-case basis, to be compatible with the area through the use permit process.

Light Industry/919 (FAR - not to exceed 0.65):

In addition to the types of uses permitted under the Industrial/Office Flex category, the uses within this category include warehousing, distribution centers, commercial nurseries and related establishments which have limited external impact on the surrounding area. It is assumed that these uses are located within open and attractive settings where development is carefully controlled to ensure compatibility between the industrial operations and other activities in the area. Where light industrial uses are adjacent to residential neighborhoods, particular care should be given to "buffer" the uses. The sites may have warehouse-like buildings with less than 10% office space. Support retail/service uses may be found within this category.

Heavy Industry/901 (FAR - not to exceed 0.65):

This category accommodates a wide variety of industrial uses including, but not limited to, oil refining, contractors' storage yards, warehouses, machine shops, co-generation plants, and other "heavy" industrial type uses. The industrial activities are

traditionally larger scale and include very little to no office space. Most patently obnoxious uses are in this category and require conditional use permits. Commercial nurseries relating to non-edible agricultural products and support retail/service uses are allowed within this category.

Port/Marine Terminal/Ship Repair/906 (FAR - not to exceed 0.5):

The Port of Richmond is a valuable component of the City's economic base whose long term viability needs to be sustained. Use of lands within this district should therefore be reserved for a wide range of municipal or private maritime marine terminals, cargo handling, ancillary manufacturing or related establishments that are dependent on direct port access for the import or export of raw materials or finished products. There is a large concentration of these uses along the Santa Fe Channel. Included in this designation are areas designated for Port-Priority Use under the BCDC/MTC Seaport Plan, and land uses included within port priority use areas (see Glossary for definition). In addition to marine terminals, cargo handling (e.g. autos, containers, iron, steel, commodity handling), and ancillary manufacturing and office uses, the following types of uses may be found within this category: ship/boat repair, sales, and storage, marinas, moorage, scrapyard, support services for the fishing industry, trucking and railroad yards, manufacturing uses which extensively use rail or transport facilities, and other ancillary uses allowed within port priority use areas. Uses not requiring a proximity to the port should be located elsewhere in the city, in an otherwise appropriate district.

Public and Institutional/964

These areas include public, semi-public and educational uses such as public offices, libraries, schools, hospitals, clubs/halls, corporation yards, and sewage treatment facilities which are owned or operated by governmental, non-profit or charitable agencies. Churches also fall within this category, but are allowed within other residential and commercial categories.

Open Space Categories

Open space is "any parcel or area of land or water that is essentially unimproved and devoted to any of the following: preservation of natural resources; managed production of resources; recreation; and public health and safety" (Government Code Section 65560 (b)). There are four general open space categories: Preservation/Resource Areas, Recreation Lands, Archaeological and

Cultural Resources, and Other Types of Open Space. All of these designations, except Archaeological and Cultural Resources, are indicated on the General Plan Land Use Map. Within these general categories, there are more specific sub-categories which are indicated on the Open Space and Conservation Map or on maps in the Technical Appendix.

Both the general categories and the more specific sub-categories are described here for ease of reference. The Open Space and Conservation Element also indicates public health and safety areas relating to flood plains, fault zones, liquefaction potential, steep slopes and slides, and fireprone areas. These health and safety areas are described in the glossary at the end of this volume. The goals and policies relating to the sub-categories and the public health and safety areas can be found in the Open Space and Conservation Element.

Preservation/Resource Areas/941:

These areas are designated to protect natural resources including the preservation of plant and animal life, habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; creeks, bays, marshes and estuaries; watershed lands; areas used for the managed production of resources including rangelands, agricultural lands, lands required for the recharge of ground water basins, and areas containing major mineral deposits.

There are a number of sub-categories within the Preservation/Resource Area category which are indicated on the Open Space and Conservation Map. The types of uses which fall into these sub-categories include: agricultural lands, mineral resources, and saltmarshes, mudflats, and creek corridors (Wildcat Creek, San Pablo Creek, San Pablo Bay, and the marshes and mudflats along the San Francisco Bay shoreline). The hillside areas of the San Pablo, Sobrante, and San Pablo-Potrero Ridge are also important Preservation/Resource Areas; these areas, however, are included within the Agricultural or Recreation Lands categories. Many of these Preservation/Resource Areas provide habitats which support rare or endangered species.

These areas are targeted to protect not only their resources or habitat value but also because they contribute to slope stability; reduce wind velocities and moderate climate; provide visual relief from urban development; or add oxygen to the atmosphere.

A. Agricultural Lands:

Agricultural lands are generally used for agricultural uses and activities relating to livestock and/or the production of food, fiber and plant materials. Richmond's agriculture primarily consists of commercial nurseries where the products are grown above ground in planters. It is not directly

dependent on prime agricultural soils. Therefore, the industrial land use categories have been written to allow for this use and policies within the Open Space and Conservation Element provide for agriculture as an interim land use.

Some of the land on Sobrante Ridge, in Wildcat Canyon, and on San Pablo Ridge, is presently used for grazing. Those lands within the public park system are included under the Regional Park designation on the Land Use Map.

Residential uses are permitted within the Agricultural Lands category at one dwelling unit per five gross acres. Within the El Sobrante Valley the transfer of development rights is allowed as defined below.

DEVELOPMENT RIGHTS TRANSFER: The hillside areas in the eastern portion of the Planning Area provide a valuable scenic asset to the El Sobrante Valley. The location and visibility of development within El Sobrante Valley affect not only the visual quality of the area, but can also impact the creeks and drainage areas. Furthermore, the vegetation and topography of the area leaves development vulnerable to wildland fires and soil hazards (e.g., landslides).

For these reasons, developers shall be encouraged to concentrate residential development below the 400 feet elevation (rounded from 375 feet, the current water service level). Development rights transfer may be used to enhance the City's ability to preserve these hillside resources and mitigate the inequitable effects of more traditional land use devices.

Land areas above the 400 feet elevation designated as Agriculture have an allowable density of up to one residential unit per five gross acres. Development Rights Transfer allows this density to be transferred to below the 400 feet elevation based on the following formula:

<u>Slope of acreage above the 400' elevation</u>	<u>Permissible density transferable</u>
0 - 15%	3 units/5 gross acres
15 - 30%	2 units/5 gross acres
30 - 50%	1 unit/5 gross acres
50% +	0

For Development Rights Transfer to be used, property above the 400' elevation would have to be dedicated as open space. The area below 400' elevation would have to be zoned Planned Area.

B. Mineral Resources:

Three parcels in west Richmond have been recognized as having mineral resources of statewide or regional significance. The mineral deposits on these parcels consist of sandstone and shale. Materials from this type of deposit are suitable for use as construction material such as Portland cement concrete, asphaltic concrete (blacktop), railroad ballast, stucco and fill.

C. Saltmarshes, Mudflats, and Creek Corridors:

Some of the most important wildlife habitat are located in the salt marshes and mudflats along the San Francisco and San Pablo Bay shorelines and amongst the riparian vegetation found along creeks and streams. These areas also produce large quantities of oxygen.

Recreation Lands/908:

Open space for outdoor recreation includes areas of outstanding scenic, historic and cultural value; it also includes areas particularly suited for park and recreation purposes, including

access to the shoreline, creeks, and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of creeks, trails, and scenic highway corridors. There are several sub-categories within the Recreation Lands category which are indicated on the Open Space and Conservation Map.

A. Community Parks and Facilities

This category includes citywide parks, district centers, and /neighborhood parks. A citywide park is a facility providing a unique park or recreational resource on a citywide basis, located in a unique natural setting (shoreline location, outstanding scenic features, views, etc.) or in a central location, and generally larger in acreage than district or neighborhood facilities (generally in the 15 to 25 acre range). "Citywide parks" are in most cases city owned and operated; in a few cases, however, they are located on property owned by some other public agency and leased to the City.

District centers generally include a community center building facility, located in or directly adjacent to a city park (generally in the 6 to 15 acre range) and a playground or playing fields; and, it provides a place for public meetings and social functions. A district center serves a geographic area composed of several neighborhoods and generally extending for a one mile radius around the center. Ideally the center

shall consist of a city owned and operated community recreation center open to the general public and offering recreational facilities, classes, programs, and other community services for a variety of age groups.

Neighborhood parks are relatively small parks (generally in the 0.5 to 10 acre range) primarily serving the surrounding residential neighborhood within a one-half mile radius. They are a city owned and operated, or city leased and operated facility. Most of the neighborhood parks serve several types of users including teenagers, senior citizens, and organized groups of neighborhood residents. In some cases they are primarily oriented to school age and younger children.

Several areas or service districts within the City have a current or projected deficiency in park acres per 1000 population, when the citywide park acreage standard of 3 park acres per 1000 population is applied to individual service districts. (See Technical Appendix for map of service districts and data on current park acres to population for service districts.)

Two of the service districts, El Sobrante and Hilltop/Fairmede-Hilltop, have large undeveloped areas that can, and are expected to, accommodate new parks and recreation facilities, thereby meeting and maintaining the city standard.

Other park deficient service districts such as the Iron Triangle, Central/East Richmond, Park/Pullman, and Parchester, are substantially built out with virtually no sites of 1 acre or more that could be developed as parks. In the case of these service districts the City's approach to meeting the park standards will be different, and may involve seeking to establish joint-use agreements with the School District for playground and recreation facilities; joint-use agreements with other jurisdictions or the Regional Park District; adaptive reuse of existing recreation facilities such as the YWCA if it becomes available; and other innovative approaches.

Three service districts were lacking a district recreation center facility in 1992: Marina Bay; Central/East Richmond; and Hilltop/Fairmede. A fourth service district, El Sobrante, has an interim district center (Hillview Community Center). All four service districts either have undeveloped areas, or sites that can be adapted, to accommodate a district center facility. Specific sites within these districts will need to be identified through a site analysis and environmental assessment.

B. Regional Parks and Facilities

The East Bay Regional Park District (EBRPD) provides regional park and recreational facilities in Alameda and Contra Costa Counties. The purpose of a Regional Park, as defined by the EBRPD, "is to provide a spacious area with outstanding natural features where a variety of outdoor recreation opportunities can be provided for the enjoyment and education of the public." The EBRPD designates Regional Parks by specific designations: regional shoreline, regional preserve, regional wilderness, and regional recreation area. The EBRPD now owns and maintains two Regional Parks (Wildcat Canyon and Tilden), four Regional Shorelines (Brooks Island, Miller-Knox, Point Isabel, and Point Pinole), one Regional Preserve (Sobranete Ridge), and one Regional Recreation Center (Kennedy Grove) in West Contra Costa County.

C. Community Open Space

This category generally includes easements, steep hillsides, land use buffers, storage tank farms to serve adjacent industrial uses, and common residential open space areas. It can also include other open space areas which provide outstanding scenic, historic or cultural value. These areas are not inconsistent with other recreation lands.

D. Trails

Trails are generally linear parklands established primarily for walking, hiking, jogging, bicycling, and horseback riding. Routes are designated to provide for links between the coastline parks and between the coastline and hill parks. Trails along San Pablo and Wildcat Creeks are proposed to link hill parks with coastline parks. Future abandoned railroad rights-of-way, such as the former AT&SF railroad corridor near Ohio Avenue, provide for possible future trails.

E. Golf Course

Presently there is one golf course in the City, the Richmond Golf and Country Club. The course is privately owned and is expected to remain in open space.

Archaeological and Cultural Resources

The Archaeological and Cultural Resources designation is intended for the identification of sites which yield information about the natural or cultural history of the area. However, people, particularly Native Americans, object to the disturbance or removal of burial sites. Therefore, archaeological sites cannot be mapped in the General Plan. A number of archaeological sites still exist. Others remain unknown. The most important known sites are located on Brooks Island and along San Pablo Creek.

Historic Cultural Resources of Federal, State, and local significance are listed in the Technical Appendix and indicated on the Open Space and Conservation Map.

Other Types of Open Space/936

A. Sanitary Landfill

The West Contra Costa Sanitary Landfill is presently located in North Richmond. This landfill is reaching capacity and alternate sites and/or methods for the disposal of solid waste material are being explored.

B. Cemeteries

Rolling Hills Memorial Park is about 126 acres and is in permanent use as a cemetery. It is expected to remain in open space.

C. Water:

This designation is applied to the waters of San Francisco and San Pablo Bays and associated channels and harbors. The designation is also applied to the San Pablo Reservoir. Uses generally found within these areas include transport facilities associated with ferry terminals and adjacent heavy industrial plants, such as ports and wharves; and water-oriented recreation uses such as boating and fishing. The construction of new residences or commercial uses and the subdivision of land is inconsistent with this designation.

GOALS AND POLICIES

GOALS¹

Form and Appearance

- LU-A Improve the aesthetic and economic value of individual sites, the adjacent properties, the neighborhoods and the entire City. (V,VII,VIII)
- LU-B Achieve a pleasant transition between residential, industrial, and commercial areas. (V,VII,VIII)
- LU-C Achieve variety in the character of development and create a community of pleasant contrasts. (V,VII,VIII)
- LU-D Improve the appearance of entrances to the community and the major thoroughfares and freeways through provision of landscaping, sign limitations, and careful attention to design. (V,VII,VIII)
- LU-E Preserve visual access to the Bay and other features of the regional landscape. (V,VII,VIII)
- LU-F Create urban areas in both appearance and function where residents can live and work without commuting. (VII,VIII)
- LU-G Achieve residential, commercial, industrial, and mixed-use developments which are compatible with environmental constraints and which protect and enhance the area's natural resources. (VI)

(Note: For more goals and policies relating to the area's natural resources refer to the Open Space and Conservation Element.)

Residential Areas

- LU-H Produce neighborhoods with distinct identities and of varying densities which are attractive and safe. (I)
- LU-I Preserve and upgrade residential neighborhoods so that they are attractive, safe, retain their distinct identities, and promote a sense of community. (Same as Housing Element Goal HG-F) (I)

¹Roman numerals in parenthesis () at the end of each goal refer to related General Goals listed in the Introduction on page I-2.

- LU-J Create environments with both day and night activity in the more urban and commercial/residential mixed-use areas. (I)
- LU-K Meet future housing needs within the existing Planning Area through infill development already served by community facilities, utilities and transportation systems. (I)

Commercial Areas

- LU-L Create strong neighborhood and regional commercial centers which are skillfully conceived and imaginative, all easily accessible by pedestrian walkways, bicycle paths, automobiles, and public transit. (II,III)
- LU-M Provide and maintain a broad range of commercial activities at a scale and intensity required to serve the business and shopping needs of the population. (II,III)
- LU-N Increase the number of new permanent private sector commercial jobs available to City residents. (Similar to Economic Development Goal ED-A) (III)

Industrial Areas

- LU-O Provide areas for light and heavy industrial and industrial/office flex uses that are attractive, well maintained and have convenient access. (III)
- LU-P Increase the number of new permanent private sector industrial jobs available to City residents. (Similar to Economic Development Goal ED-A) (III)

(Note: For more goals and policies relating to commercial and industrial uses refer to the Safety and Economic Development Elements).

POLICIES

Form and Appearance

(Note: See the Open Space and Conservation Element for policies relating to development and preservation of the area's natural resources.)

- LU-A.1 Evaluate project proposals for their contribution to improving Richmond's aesthetic and economic values.
- LU-A.2 Encourage a general awareness among developers and the community that attractive urban design improves the aesthetic and economic values of the entire City.
- LU-A.3 Integrate urban design elements into new and existing developments (e.g., landscaping, street furniture, works of art, underground utilities, and control of commercial signing).
- LU-A.4 Require new development adjacent to historical sites to incorporate design elements so as to complement the character of the surrounding historical structures. (Same as Open Space and Conservation Element Policy OSC-E.4.)
- LU-A.5 Preserve and enhance existing cultural and artistic artifacts and resources in the City. (Same as Community Facilities Element Policy CF-K.2.)
- LU-A.6 Integrate an arts and cultural component in public places and facilities. (Same as Community Facilities Element Policy CF-L.1.)
- LU-A.7 Include art and cultural components in areas of new development and redevelopment. (Same as Community Facilities Element Policy CF-L.2.)
-
- LU-B.1 Encourage commercial and industrial facilities to enhance and complement the surrounding areas.
- LU-B.2 Accommodate heavy industrial uses in large areas buffered from major arterials and adjacent uses.
- LU-B.3 Locate light industrial and industrial/office flex uses so as to ensure compatibility between the industrial operations and other activities and to enhance the character of the district, community and environment in which they are located.
- LU-B.4 Establish performance standards to govern the development and operation of industrial facilities to safeguard adjacent industrial uses, residential areas, and other land uses in the community which might otherwise be affected.

LU-B.5 Require sufficient visual open space and/or landscaped screening between industrial operations and adjacent residential or recreational activities in order to create adequate buffers.

LU-C.1 Require that new development establish a distinctive character, as expressed in the external design of buildings, works of art, and open space areas and in their relationship to the terrain, water, and the surrounding environment.

LU-C.2 Urge inclusion of a broad variety of dwelling types within all new and existing residential communities.

LU-C.3 Ensure that new industrial developments do not detract from the aesthetics of an area.

LU-D.1 Undertake the undergrounding of utilities and the landscaping and maintenance of major thoroughfares in order to enhance their appearance and create definitive nodes. (See related policy in Community Facilities Element, Policy CF-H.16.)

LU-D.2 Maintain visual continuity on streets running over or under the Knox Freeway by use of landscaping, sign control, and continuity of land uses.

LU-D.3 Undertake a concerted beautification campaign to improve all the gateways to Richmond. (Same as Economic Development Element Policy ED-C.1.)

LU-E.1 Give high priority to preserving and enhancing the potential amenities of the shoreline's variety of edges and the landmark character of the regional landscape.

LU-E.2 Require new development to preserve the unique view opportunities of the shoreline and ridgelines in order to maximize their availability to the public.

LU-F.1 Provide adequate neighborhood commercial areas to serve the future needs of each neighborhood at buildout.

- LU-G.1 Establish design standards that allow for functional and compatible mixed-use development.

Residential Areas

- LU-H.1 Form community boundaries by: (1) open space, (2) the edge between residential and non-residential uses, (3) topographic features, and/or (4) linear elements such as freeways, major thoroughfares or rail lines.
- LU-H.2 Strengthen neighborhood identity by encouraging school officials to design and maintain open and closed school sites and adjoining park and playground areas as a principal point of local neighborhood interest. (See related policy in Community Facilities Element, CF-J.3)

(Note: For additional policies relating to schools see Community Facilities Element; also See Area Specific Guidelines.)

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- LU-I **(Note: Refer to the Housing Element, Policies HG-F.1, HG-F.2 and HG-F.3)**

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- LU-J.1 Encourage mixed-use developments, where allowed, to create both day and night activities. (See related Community Facilities Policy CF-K.3)
- LU-J.2 Encourage the conversion of long-term vacant commercial and light industrial space into live/work spaces. (See related Community Facilities Policy CF-K.3)

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- LU-K.1 Encourage the infill of housing on parcels within the multi-family residential neighborhoods at a density appropriate to an urban area and which can be efficiently served by public transit, utilities, and services.
- LU-K.2 Promote private land assembly of smaller parcels to the extent that they increase design flexibility in the intensification or rehabilitation of existing neighborhoods.

- LU-K.3 Retain, to the extent practical, the grain of existing single-family residential neighborhoods by encouraging small-scaled infill projects that avoid disruption of the existing fabric.

Commercial Areas

- LU-L.1 Establish general commercial areas for highway-related business and service facilities not generally located in either the City Center or shopping centers.
- LU-L.2 Establish community shopping centers in appropriate locations, scaled to serve clusters of several neighborhoods.
- LU-L.3 Establish neighborhood retail areas at appropriate locations to serve one or two neighborhoods and provide day-to-day convenience shopping requirements.
- LU-L.4 Reinforce existing and future regional shopping/office centers by encouraging the locating of complementary uses within the area.
- LU-L.5 Reserve waterfront sites for those commercial and commercial recreation uses that clearly benefit from location on the shoreline and proximity to public recreation facilities and public access areas.
- LU-L.6 Encourage the planning and development of commercial recreation, recreation and water-oriented facilities since they are important in creating jobs, increasing the tax base, providing needed recreation facilities, and generally improving the image of the City.

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- LU-M.1 Revitalize existing commercial activity areas through commercial and residential rehabilitation and by encouraging new development. (Same as Economic Development Element Policy ED-E.1.)

(Note: See Area Specific Guidelines)

- LU-N.1 Promote commercial development which creates maximum job opportunities for area residents. (Similar to Economic Development Element Policy ED-A.1.)

Industrial Areas

- LU-O.1 Establish attractive settings for light industrial and industrial/office flex activities along the major thoroughfares and freeways.
- LU-O.2 Encourage local industries to develop their own plans for improving the appearance of their facilities, where possible, and for integrating their properties into the City as a whole.
- LU-O.3 Provide convenient access for the shipment of goods and the daily commute trips of employees for all industrial firms.
- LU-O.4 Accommodate non-water-related industries in areas that are already committed to industry, but under-utilized.
- LU-O.5 Use established standards to limit industrial activities which may be objectionable due to odors, noise, fumes or other emissions.
- LU-O.6 Use established standards to limit industrial activities that may endanger human health and may cause damage to the environment. (Same as Safety Element Policy SF-A.16)
- LU-O.7 Avoid land uses that place residential dwellings with "heavy" industrial and maritime uses. (Same as Noise Element NE-A.4.)
- LU-O.8 Continue to explore ways of modernizing and renovating the port and marine terminal facilities. (Same as Economic Development Element Policy ED-B.5)
- LU-O.9 Actively encourage shipping firms to utilize local marine terminals as a starting point or destination for overland shipment of goods. (Same as Economic Development Element Policy ED-B.6)
- LU-O.10 Reserve certain segments of the shoreline having access to navigable water for marine terminals and closely associated uses. (Same as Economic Development Policy ED-B.7)
- LU-O.11 Require the creation of a port and water-related industry zoning district, which encompasses the area surrounding the Santa Fe/Harbor Channels which should protect, preserve and enhance the District for marine terminals and water-related industry. (Same as Economic Development Policy ED-B.10)

LU-P.1 Promote industrial development which creates maximum job opportunities for area residents. (Similar to Economic Development Element Policy ED-A.1.)

AREA SPECIFIC GUIDELINES

See end of this Element for maps showing the boundaries of areas with specific guidelines.

SHORELINE AREAS

Shoreline - General

1. Allow for an appropriate level of development in shoreline areas while establishing a pleasing setting and protecting natural resources that are irreplaceable.
2. Preserve views of the Bay and the regional landscape from the trails and open spaces along the shoreline area's ridgelines by controls on siting and height of adjacent structures.
3. Develop Richmond's shoreline potential for residential, commercial, and recreational uses as well as for port/maritime and industrial uses.
4. Capitalize on the extensive shoreline resource by making it a source of pride for residents in the Richmond area and an attraction for tourists by virtue of its function, distinctiveness and beauty.
5. Provide specialty commercial uses as development occurs at Marina Bay, Brickyard Cove, Point Molate, Castro Point, and Point Isabel.
6. Encourage expansion and improvement of existing marina facilities throughout the Shoreline Area.

West Shoreline

1. Urge the upgrading of the appearance of Red Rock Marina at Castro Point in keeping with its location at a water "gateway" to the City and its visibility from the Richmond-San Rafael Bridge as well as from viewpoints on Western Drive.
2. Encourage completion of infill development in the following shoreline areas: Point Richmond and Brickyard Cove.
3. Ensure that additional commercial facilities at Point Richmond will be developed in a way that complements and preserves the historic, "village-like" appearance and character of the district.

4. Reserve shoreline sites for those commercial and commercial recreation uses that clearly benefit from location on the shoreline and proximity to public recreation facilities and public access areas.
5. Encourage cooperation of public and private interests in the development of Brickyard Cove. Water-related commercial and commercial recreation facilities should form the core of this complex; they could include a boat repair facility, public marina, waterfront cafe, and some form of public access. A "village" character, which will enhance adjacent residential development, should be retained in this commercial recreation complex.
6. Encourage the acquisition of historic buildings at Winehaven by the East Bay Regional Park District or the City when the Naval Fuel Depot becomes surplus federal land.
7. Promote commerce and commercial recreation at Winehaven when the site is available, but after public recreation and scenic roads along the shoreline north of the toll plaza are developed.
8. Designate a site for a marina at the Point Molate Naval Fuel Depot when its present use is phased out and land there is available.
9. Give priority to preserving and enhancing the potential amenities of the shoreline's variety of edges and of the landmark character of its adjacent hills.

South Shoreline

POINT ISABEL:

1. Continue to accommodate special industrial, educational, and some commercial and recreational uses, but prohibit any residential development in the Point Isabel area. Prevent any use from adversely affecting reasonable public access to the shoreline.

(Comment: The reference to "special industrial" is to indicate that there is a particular concern relative to appearance and land use compatibility of the industrial uses due to the high visibility of the area and the nature of the adjacent land uses, e.g., marsh lands.)

2. Consider multiple use of the vacant portion of the Stege Sanitary District property, including provisions for public recreation.

3. Require new development to preserve the unique view opportunities of this portion of the shoreline and make these views available to the public to the maximum extent feasible.
4. Encourage clustered development of industry in upland areas where the values of the land are not affected by the views or access to the water.

(Comment: Guideline 4 applies to upland areas only and is established to help achieve the following objectives: (a) minimize the visual impact of development, (b) reduce the requirements for multiple vehicular access, (c) eliminate the need for filling the Bay or any marsh or mudflat, and (d) minimize the impact of development on native vegetation and wildlife habitats.)

MARINA BAY:

1. Continue to promote/permit the development of a variety of land uses as specified below in the portion of the Marina Bay Area that is included in the Marina Bay Development Agreement area:
 - a. A marina complex with a potential for berthing up to 2,000 boats and supporting facilities and commercial uses serving boat owners and the general public. These facilities may include, but are not limited to the following: marine fuel docks; boat sales, dry storage area for boats and trailers, boat and engine repair yard, yacht clubs, ship chandlery, bait and tackle shops, restaurants, ice-dispensing facilities, public launching ramp, party boat fishing facilities, strolling areas, sail making and repair, and parking for cars and trailers.
 - b. Low to high density residential development as defined by the residential density categories in the Richmond General Plan.
 - c. Commercial areas accommodating such activities as retail sales, professional offices, restaurants, hotel, and similar services, including mixed use, and other uses as allowed in the Marina Bay Development Agreement.
 - d. Public parks and open space (refer to Open Space & Conservation Element).
 - e. Permit, consistent with the adopted design guidelines and criteria for the Marina Bay Area, development of appropriate uses within the BCDC 100-foot shoreline permit zone. Appropriate uses may include, but are not

limited to, the following: uses ancillary to the marina development, such as harbormaster building, fuel docks, yacht clubs, boat and engine repair yards, ship chandlery, bait and tackle shops, sanitary facilities, launching ramps, ferry slip, boat sales, water safety, and fire equipment services and marina offices; commercial uses such as restaurants, professional offices and specialty shops; parking; dwellings; and transient lodging, such as hotel, motel, and/or boatel.

- f. Industrial uses of a light industrial nature, in areas also allowing commercial uses, for which additional controls are applied to assure compatibility with commercial, residential, and open space uses. Appropriate uses may include, but are not limited to, biotechnology research and development activities and light manufacturing.

- 2. Utilize the following appearance and design guidelines to evaluate proposed development in the Marina Bay Area. (Refer to the Revised Sketch Plan for Public Access, dated 29 January 1987, Revised 17 February 1987)

- a. Overall Development Concept

The development concept of the Marina Bay Sub-Area should take maximum advantage of the area's unique characteristics and potentials and should create a visually exciting multiple use waterfront community. All development should be planned according to principles of good site design.

Due to marketing and financial considerations it will be impossible to undertake development of the entire 540 acres within the Marina Bay Area at one time. Development plans should be staged and well-integrated in order to provide close development coordination. An inflexible plan which cannot be subdivided might result in serious development problems. The phasing strategy should consist of several self-sufficient development "packages" (i.e., increments of commercial, residential, circulation, and open space and recreation uses), which at any time represent the use and design characteristics of the development plan as a whole. Each development "package" should be able to stand alone should the next development phase not occur for several years.

- b. Relationship To Surrounding Area

In any development "package" there should be consideration of and respect for the surrounding development, scale, views, and access corridors.

Architectural designs should be visually integrated with each other and with important natural features like the Marina Bay Basin water edge and U.C. Field Station marshes. Development must consider circulation and parking systems in the area.

Public areas and amenities should be a part of each development "package" and there will need to be some overall cleanup of areas not proposed for immediate development.

Buildings should be oriented to achieve a balance between exposure to or protection from Bay breezes, sun exposure, view protection, and proper relationships between adjacent buildings, circulation and parking areas and open space.

c. Public Park/Open Space

All open space should be designed to encourage their use for a variety of outdoor activities of a recreational, cultural and entertainment nature. Open space facilities would include plazas, large grassy areas and paved areas. The open spaces should be connected.

All open space designs should be consistent with the Marina Bay Area policies on Land Use, Circulation, and Public Recreation, Other Open Space, and Public Access. In addition all developed open space features should incorporate design standards for the handicapped.

The siting of facilities within the major open space areas (Marina Green, the beach, peninsula park and the esplanade) and the design of the esplanade itself should promote social interaction.

d. Access Corridors

There should be a network of roadways, bike trails and large and small public pedestrian access corridors, including "mall" type areas, to connect activities in upland locations (i.e., landward of the 100-foot BCDC shoreline permit zone) with the esplanade which borders the Marina Bay Basin.

These public access corridors will be the principal means of travel for pedestrians between major public areas and they should be clearly identifiable to pedestrians, well-lighted, and provided with ample public amenities (i.e., rest rooms, drinking fountains, etc.) and diversions to amplify pedestrian experiences along them. Pedestrian access corridors should connect private residential development in upland locations with the esplanade.

An initial section of roads should be constructed in the early development phase of the project to connect marina activities and marina parking areas with Marina Way South and Marina Bay

Parkway. In later phases of development the collection and distribution system of roadways should also connect with Regatta Boulevard. These roads should be designed to standards required for ultimate use and right-of-way to reduce

the need to rebuild facilities at a later date. All streets should emphasize convenient access to parking areas and internal freedom for the pedestrian.

Because of economic constraints, in all likelihood only surface parking areas will be developed during the early project phases. Such facilities should be properly located. (See Subsection F., which follows.) A reasonable walking distance should be adhered to between parking areas and destinations. Parking entrances should be easy to enter and clearly visible from major approaches to the Marina Bay Sub-Area (i.e., Marina Way South, Marina Bay Parkway, and Regatta Blvd.).

e. View Corridors, View Points, Landmarks

Principal view corridors should be developed for the pedestrian and drivers in the Marina Bay Area to provide view amenities and orientation.

View corridors should be established to visually connect the entire Marina Bay development with major features and landmarks in and around the development (i.e., Brooks Island, San Francisco skyline, marina activity, port shipping activity, etc.).

The esplanade and paths emanating from the esplanade should be punctuated with various view points for the enjoyment of strollers, fishermen, etc. View corridors may traverse private residential, or commercial development and thus influence height, bulk and placement of such development. While building forms close to the shoreline should be at a scale to which pedestrians can relate, one or more building forms may be created to serve as landmarks punctuating the Marina Bay Skyline.

f. Landscape And Other Types Of Buffers

Dense tree planting or other appropriate buffering devices should be used to: diminish the adverse visual impact of major roadways, existing and new industry, and outdoor storage and parking areas; help define major entry points to the Marina Bay Area; screen private (residential) areas from public areas; frame views; and provide wind protection. Landscaping and fencing between public areas and the shoreline should not obscure views of the shoreline, and open parking areas should be effectively designed to enhance views. Utilities should be placed underground.

Buffer landscaping should be placed between parking and areas of pedestrian activity. In addition, all parking areas should be landscaped to avoid the creation of a mass of parked vehicles (found frequently in large developments). Landscaping should shield the view of cars while not completely obscuring views into parking areas. Surface parking areas should create a feeling of landscaped open space.

g. Edges

There are two types of edges that merit special attention: firm edges and irregular edges. Firm edges, where there is a readily distinguishable and abrupt change from open space to building mass (such as along motorways), require a strong visual form (generally linear) to provide: a terminus of views; visual distinctions between areas; channeling or controlling views in certain directions; a sense of entry or arrival. Examples of locations appropriate for firm edges include the Marina Bay Basin shoreline, the edge between Port and Marina Bay Area developments, and the Regatta Boulevard edge between existing industry and new residential and commercial development to the south.

Irregular edges, where open spaces and buildings are interwoven at a small scale, are needed when it is visually desirable to soften or de-emphasize the distinctions between open space areas and adjoining development (as in pedestrian areas), thus preventing harsh contrasts between areas, and allowing variation in the spatial experiences in these areas. An appropriate location for an irregular edge is that which will be formed by development alongside the esplanade.

Development in and near edges should be: (1) sited to protect marsh habitat areas; (2) sited to enhance prominent views of the shoreline; (3) sited with regard to the water below; and (4) designed and sited so as to improve the use of and accessibility to adjoining development and public open space.

h. Gateways

Gateways are points of access, both from water and land that will become major entrances to the Marina Bay Sub-Area. Visual impressions are influenced by the physical conditions of the following gateways: Marina Way South, Marina Bay Parkway, and Regatta Blvd.

Special attention should be given to the following elements in or near gateways: roadway and harbor entrance design; signing; lighting; landscaping; and siting and design (including scale and color) of adjoining structures. It will

be particularly important for the public to know how and where to enter the esplanade and the outer edge of the peninsula.

i. Security Considerations

Design and development in the residential, commercial, open space, recreation, and marina areas (including their related parking areas) should promote the feeling of security and avoid creating unseen and inactive areas and access points.

Common exterior spaces and circulation routes should be established to provide constant opportunity for surveillance by residents and visitors. In addition, there should be pedestrian circulation without dangerous or confusing discontinuities in level or direction and there should be separation (to the maximum extent feasible) of pedestrians and bicyclists from moving vehicles.

j. Perimeter Access

Refer to City Council Resolution No. 30-87, approved on February 23, 1987 (Richmond Planning Department file: 018 GP Jan '87-2).

k. Public Parks and Parking.

Refer to City Council Resolution No. 30-87, approved on February 23, 1987 (Richmond Planning Department file: 018 GP Jan '87-2).

l. Private Tennis Park.

The tennis park shall be a two (2.0) acre private membership park consisting of tennis courts and related tennis uses, as well as other recreational facilities of a non-tennis nature. A public tennis park has also been constructed pursuant to the public parks and parking guidelines.

m. Private Streets.

Refer to City Council Resolution No. 30-87, approved on February 23, 1987 (Richmond Planning Department file: 018 GP Jan '87-2).

3. Approve permit requests, to the City of Richmond and BCDC, for proposed development within the water area and the 100-foot BCDC permit zone only if they conform to the Appearance and Design Guidelines for the Marina Bay Area, all relevant policies of the Richmond General Plan, and the McAteer-Petris Act as well as: a detailed investigation of design constraints and potentials found in those areas outside the 100-foot BCDC shoreline permit zone, that, because of the uses or physical features proposed, are relevant subjects for study.

In addition to the more specific detailed data necessary for any permit, the project proposal shall be completed to a level of detail synonymous with illustrative site planning. This could include the arrangement of spaces for appropriate land use, the location and scale of structures to provide harmonious relationships, the provision of access and circulation, the design of services, and the consideration of natural features. In addition, the following specific criteria should be included in the project proposal:

Project Proposal Criteria

- a. The public access system should include generous continuous pedestrian access around the entire shoreline edge of the Marina Bay Basin and along the Bay shore, except for minor deviations for safety or ecological reasons.
- b. The public access system should include generous eventual linkage with access trails on the east and north of the non-industrial portion of the redevelopment project.
- c. Access along the shoreline should be an integral part of the recreation and park system for the non-industrial portion of the redevelopment project, and should facilitate public use of this system.
- d. Public access should be designed, landscaped and maintained in such a way as to clearly establish its public character. Adjacent parking, and commercial and residential uses should be clearly differentiated from the public access system.
- e. All public access should, through signing and design, encourage public use. Perimeter access, as provided by the esplanade around the Marina Bay Basin should:
 - (1) Be wide enough to permit pedestrian and bike trails.
 - (2) Have variations in width to account for the space needs of different activities (strolling, sitting, assembly, etc.).
 - (3) Have high quality improvements and facilities and be well-maintained.
 - (4) Be suited to the specific activities and users (residents and non-residents).

- (5) Achieve a proper transition between the water's edge and uses landward of the esplanade.
- f. Parking in the 100-foot BCDC shoreline permit zone should be the minimum necessary to adequately serve the adjacent uses and shall be provided within said permit zone only if it is:
 - (1) Essential to the economic viability of an adjacent permitted use, and
 - (2) Consistent with and necessary to attain a desirable overall project design, and
 - (3) Designed and landscaped to provide a feeling of open space, and
 - (4) Designed so as not to infringe on public access uses within the 100-foot BCDC shoreline permit zone as described in criteria a through e above.
- g. Structures within the 100-foot BCDC shoreline permit zone should:
 - (1) Be cognizant of human scale and provide variety and contrast in building height, setback and physical appearance.
 - (2) Be sited so as not to block major view corridors or inhibit public access.
 - (3) Be harmonious with the character of the surrounding public uses.
 - (4) Be appropriately screened by vegetation or other appropriate means where necessary.
 - (5) Be appropriately served by circulation and parking systems.
 - (6) Examples of structures which may be allowed if they meet conditions outlined above include:
 - i. harbor master facility;
 - ii. marine fuel dock(s)
 - iii. boat hoist and railway
 - iv. ship chandlery
 - v. fishing supply shops
 - vi. restaurants

- vii. commercial boat fishing activities
 - viii. water-oriented commercial recreation establishments
 - ix. water safety and fire equipment services
- h. Residential uses should be designed so as not to infringe on public access uses within the 100-foot BCDC shoreline permit zone.
 - i. Water areas should be improved to:
 - (1) Accommodate marina development.
 - (2) Permit safe and convenient boat access and egress.
 - (3) Be consistent with the overall development theme.
 - j. The entire peninsula bordered by the Bay and the Marina Bay Basin should:
 - (1) Have a significant amount of area devoted to open space, to include a beach along the bay side, an esplanade along the Basin side, and a view point and a six acre park at the westernmost tip of the peninsula.
 - (2) Recognize the need for protection of view corridors of the Bay and principal view points from the entire Marina Bay Basin shoreline.
 - (3) Not be dominated by massive structures.
- 4. A Sketch Plan for Public Access has been developed and incorporated into the Development Agreement for the Marina Bay Project.
 - 5. The Sketch Plan for Public Access around the shoreline of the Marina Bay basin developed for the Marina Bay Development Agreement shall apply to all developments within the Marina Bay Development Agreement Area.
 - 6. Utilize the development standards and design guidelines outlined in the Knox Freeway/Cutting Boulevard Corridor Specific Plan for the balance of the Marina Bay Sub-Area.

SANTA FE CHANNEL AREA:

1. Develop and preserve waterfront land around the Santa Fe/Harbor Channels for marine terminal and water-related industrial uses and dredge or deepen any channel that limits marine terminal or water-related industry that is economically and environmentally acceptable.

(Comment: This policy applies only to the Harbor Channel, the Ford Channel and Point Potrero Reach since the Marina Bay basin required significant dredging and filling.)

2. Retain a port priority use area and designate a "Richmond ancillary port use zone" consisting of $\pm$ 20 acres east of Harbour Way South, pending completion of a comprehensive analysis of regional port needs regarding "ancillary use zones."
3. Ensure that BCDC conducts a study as part of its next update of the Seaport Plan, scheduled to be undertaken by 1995, to determine the actual ancillary use requirements of various marine terminal types. Based on the results of the study, the "Richmond ancillary port use zone" may be revised and all, or portions, of it may be deleted from port priority use designation in this update of the Seaport Plan, unless the study concludes that there is a continued need for the amount of ancillary use area within the "Richmond ancillary port use zone."
4. In considering future development, provide that:
 - a. Where BCDC has review authority over specific uses or development within the "Richmond ancillary port use zone," and a non-port related use or development is proposed, BCDC will allow either interim non-port uses that are readily displaceable if the area is needed for marine terminals or directly-related ancillary port activities and that comply with the San Francisco Bay Plan.
 - b. When specific development providing for long-term marine terminal or port-related uses occur on the Ford Peninsula, BCDC will acknowledge these uses in the next update of the Seaport Plan and accommodate the City's goal of a corresponding reduction in the size of the area reserved for port priority use within the "Richmond ancillary port use zone."
5. Designate for development a marina and commercial complex at the head of the Santa Fe Channel.

6. Establish commercial recreation uses at the tip of the Ford Peninsula.

North Shoreline

See North Richmond Shoreline Specific Plan.

1. Upgrade and maintain the visual appearance and unity of the North Richmond Shoreline area through architectural and landscape requirements and utility undergrounding.
2. Require projects adjacent to existing and proposed parks or recreational corridors to minimize impacts on the recreational values of those facilities through the use of buffers, visual screening and lower density or less intense development as a transition from development areas to the recreational use.
3. Require a shadow analysis for projects adjacent to commercial nurseries and protect the solar access of affected properties.
4. Require screening of all outside storage/maintenance areas from public streets.
5. Promote development of commercial recreation enterprises in coordination with public recreation facilities proposed as part of the water resources development project on Wildcat and San Pablo Creeks.
6. Recognize the unique character of the North Richmond Shoreline Area and guide development of the area in a manner that improves its overall image, benefits community residents and allows for a reasonable level of development within a framework of conservation and public access to the Bay.
7. Encourage fuller utilization of the planning area for a range of land uses with emphasis given to employment-generating and recreational uses.
8. Create an aesthetically pleasing visual character for the North Richmond Shoreline Area and an image that is consistent with the scenic quality of the shoreline setting.
9. Encourage completion of infill development in the North Richmond area.
10. Encourage commercial nurseries to remain in the area.
11. Require projects involving auto dismantling activities to be enclosed and outside storage of vehicles to be prohibited.

12. Encourage industries which utilize the railroad tracks to locate in the North Richmond area, particularly between the Santa Fe and AT&SF railroad tracks.

CITY CENTER

See City Center Specific Plan.

IRON TRIANGLE

1. Revitalize and enhance the City Center and surrounding housing, community and commercial facilities as an integrated urban core.
2. Create a vigorous and lively commercial core.
3. Establish an attractive living area to accommodate both present and new residents.
4. Increase employment opportunities within the City Center for office, professional, retail and service work with special attention to job opportunities for local residents.
5. Outside Redevelopment Area 10-A (which contains space for offices and business services, retail trade, and entertainment facilities) the use of the land is to be predominantly residential.
6. Buffer residential uses from industrial neighbors by setbacks from homes (road rights of way and/or landscape corridors), architectural treatment of the building elevations facing the residences, walls/fencing and/or locating more benign uses (parking and/or office) along those frontages.
7. Attract a variety of new non-residential uses which will provide a wider range of services and jobs for residents.
8. Locate small neighborhood retail uses throughout the area for the convenience of the residents. Eliminate or rehab strips of run-down and vacant commercial structures which have outlived their usefulness.
9. Eliminate vacant land and industrial uses unrelated to core activities which adversely affect the attractiveness of the area.
10. Produce an orderly transition to higher density housing in appropriate locations through a combination of conservation, rehabilitation, new housing, and rebuilding.

11. Housing areas can be broadly categorized as follows:

- a. Conservation: Atchison Village, Triangle Court, and Hacienda Homes.
- b. Conservation & Rehabilitation: Tip of the Triangle north of Pennsylvania and Helms neighborhood.
- c. Gradual Rebuilding with some intermediate conservation and rehabilitation: The broad band of housing from 2nd Street to Harbour Way south of Pennsylvania to Barrett and from Atchison to Marina Way exclusive of the Redevelopment Project.
- d. Substantial Rehabilitation and Rebuilding: The west Nevin Avenue area; the Lucas Park area and generally east of Marina Way and south of Macdonald Avenue.

12. The following locations, with upgrading and controls, serve as examples of the magnitude and location of local shopping areas:

- a. South side of 7th Street at Pennsylvania (two corners).
- b. 1st Street and Macdonald Avenue (three sides of the intersection).

PULLMAN

1. Encourage, develop and maintain focal points in order to establish a sense of identity and neighborhood design. These focal points would include: (1) the intersection of So. 37th and Wall, (2) Pullman School, (3) Potrero Park, and (4) the Pullman site.
2. Develop as a focal point the traffic island on So. 37th and Wall by use of a vertical element such as flag poles, statuary and landscaping.
3. Eliminate all non-residential uses which create a nuisance or do not serve the needs of the neighborhood.
4. Eliminate areas of stagnant vacant land by encouraging their development in a rational manner.
5. Develop and encourage a thoroughly integrated neighborhood in which people of different cultural, national and racial origins are able to live adjacent to each other in mutual understanding and harmony.
6. Suitably screen the BART and Santa Fe right-of-way so as to eliminate any nuisances that might occur.

7. Establish a policy of eliminating non-conforming uses where they occur, particularly in the general area of Ohio between So. 22nd and 31st Street.
8. Investigate ways and means of physically improving those areas immediately adjacent to the Redevelopment Area along Wall Street.
9. Eliminate overhead electrical facilities.

KNOX FREEWAY/CUTTING BOULEVARD CORRIDOR

See Knox Freeway/Cutting Boulevard Corridor Specific Plan.

CORTEZ/STEGE/CORONADO (NORTH)

1. Support residential development within the Cortez/Stege/-Coronado (north) area by implementing a proactive street tree planting program in the area.
2. Actively enforce, where appropriate, the industrial/office flex zoning standards in the area bounded on the north by Ohio Street, on the west by 1st Street, on the south by the Knox Freeway, and on the east by 2nd Street.

CORTEZ/STEGE/CORONADO (SOUTH)

1. Support residential development within the Cortez/Stege/-Coronado (south) area by retaining existing residential designations within the "interior" of the neighborhoods.
2. Require non-residential activities occurring adjacent to residentially designated land to be responsive to existing and potential residential development.

POTRERO/PANHANDLE/ANNEX

1. Support residential development within the Potrero/-Panhandle/Annex area by implementing a proactive street tree planting program in the area.
2. Encourage the Richmond Unified School District to cluster new residential development on one part of the Alvarado School parcel, leaving public open space on the remainder, if the property is sold for residential development.

EL SOBRANTE VALLEY

1. Discourage new areas of strip commercial development in the community.

2. Direct residential development primarily to areas where infilling of previously "passed over" property can occur, as well as to a limited number of larger parcels of undeveloped acreage. These larger parcels include the western slopes of Sobrante Ridge, and the lower portions of the north face of San Pablo Ridge.
3. Encourage the aggregation of deep, narrow lots in areas designated for multiple family use.
4. Prohibit placement of any structure on or within 100 feet of the crest of a scenic ridge, such as San Pablo or Sobrante Ridge.
5. Coordinate capital improvements with Contra Costa County and other local and regional agencies (e.g., EBMUD).

FIGURE LU-2

Richmond General Plan Area Specific Map, 2 of 6

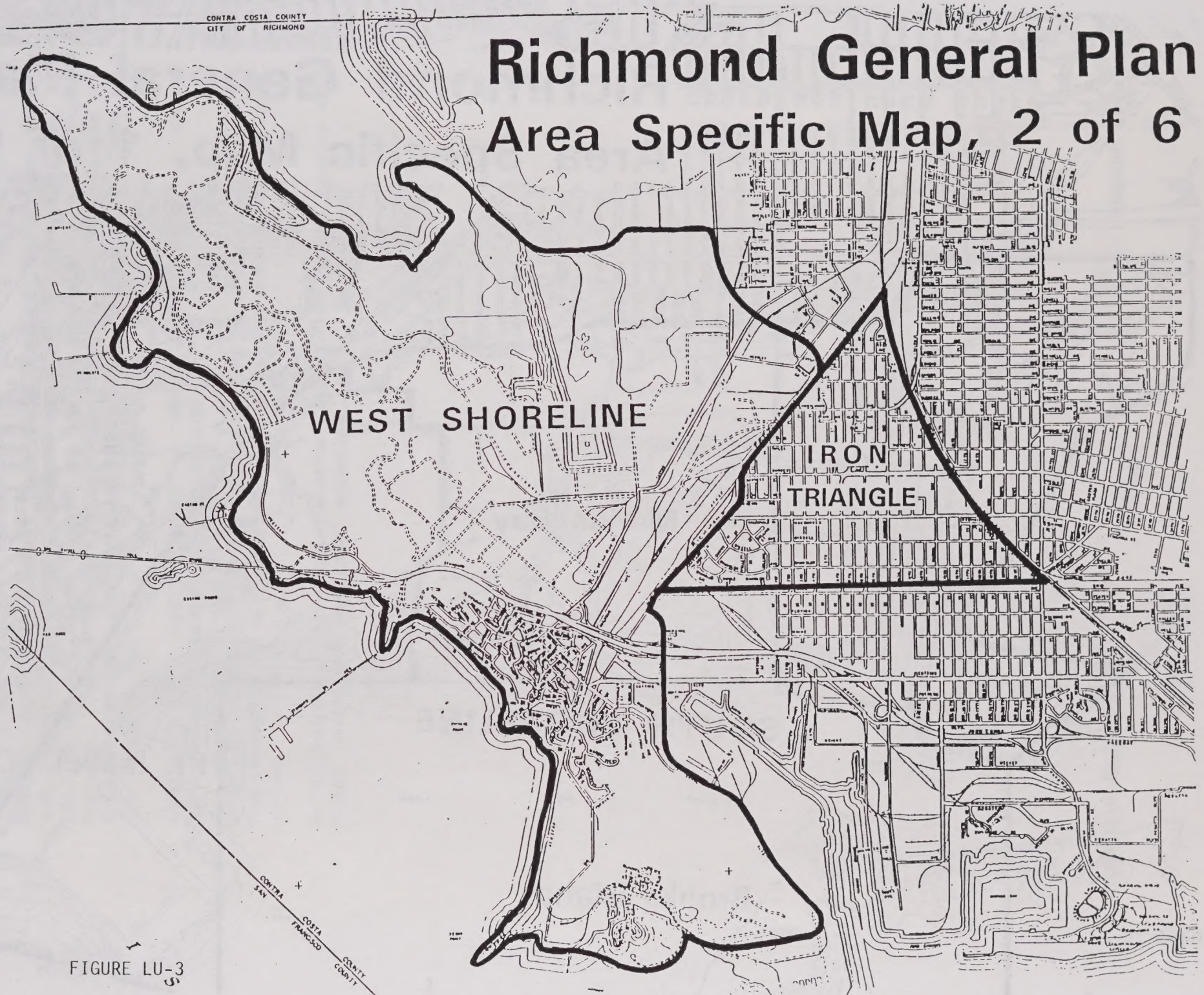


FIGURE LU-3
S

Richmond General Plan

Area Specific Map, 3 of 6

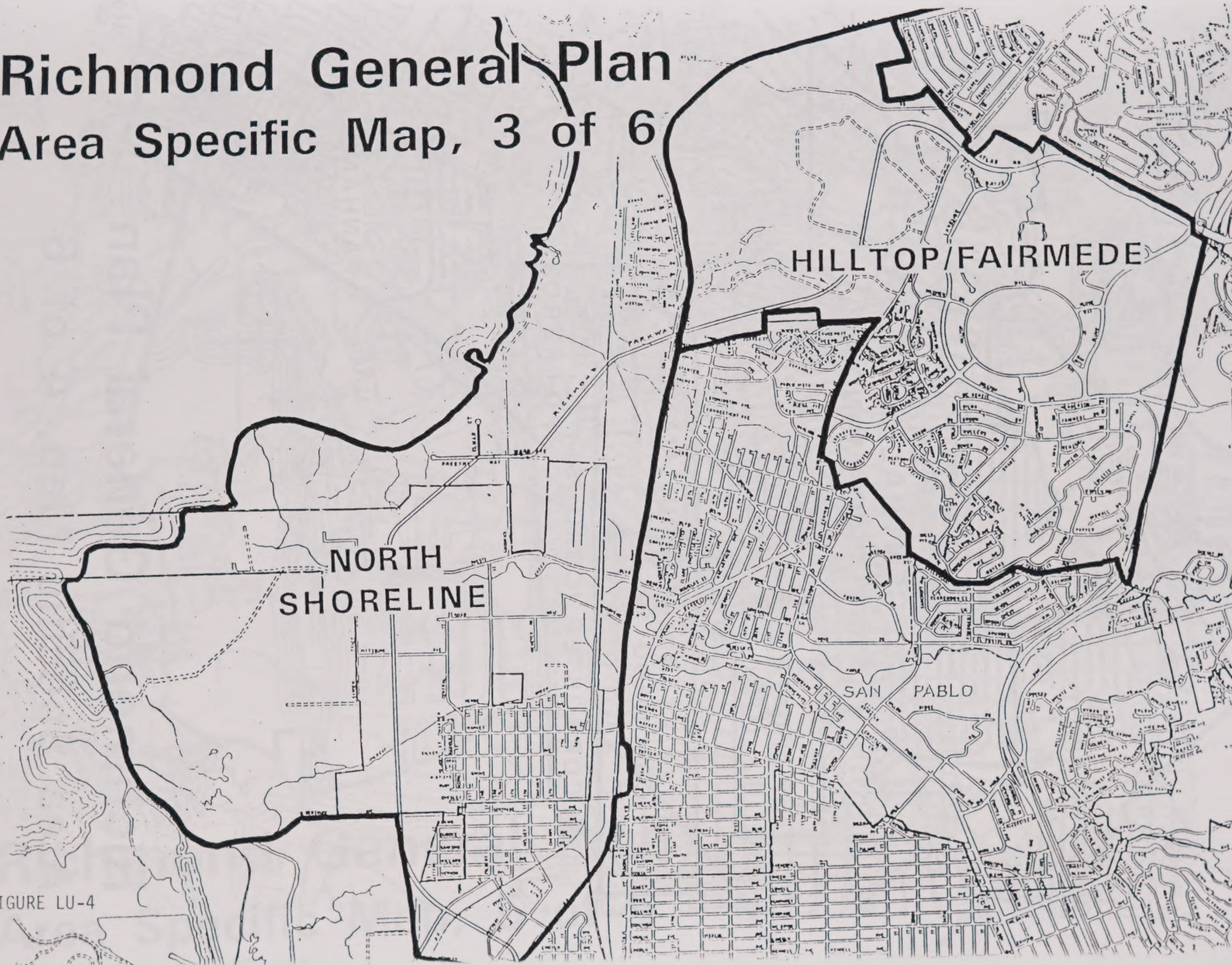
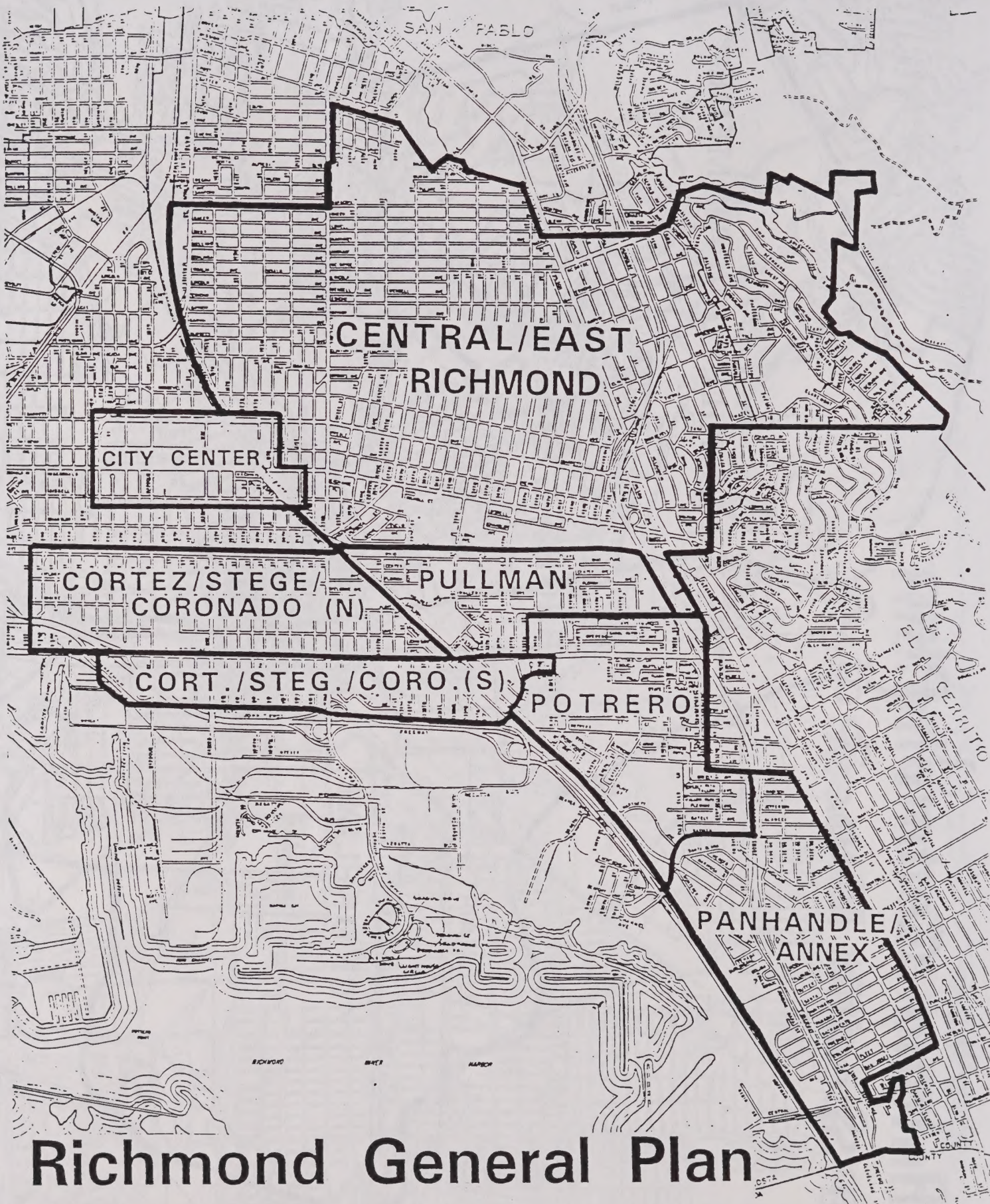
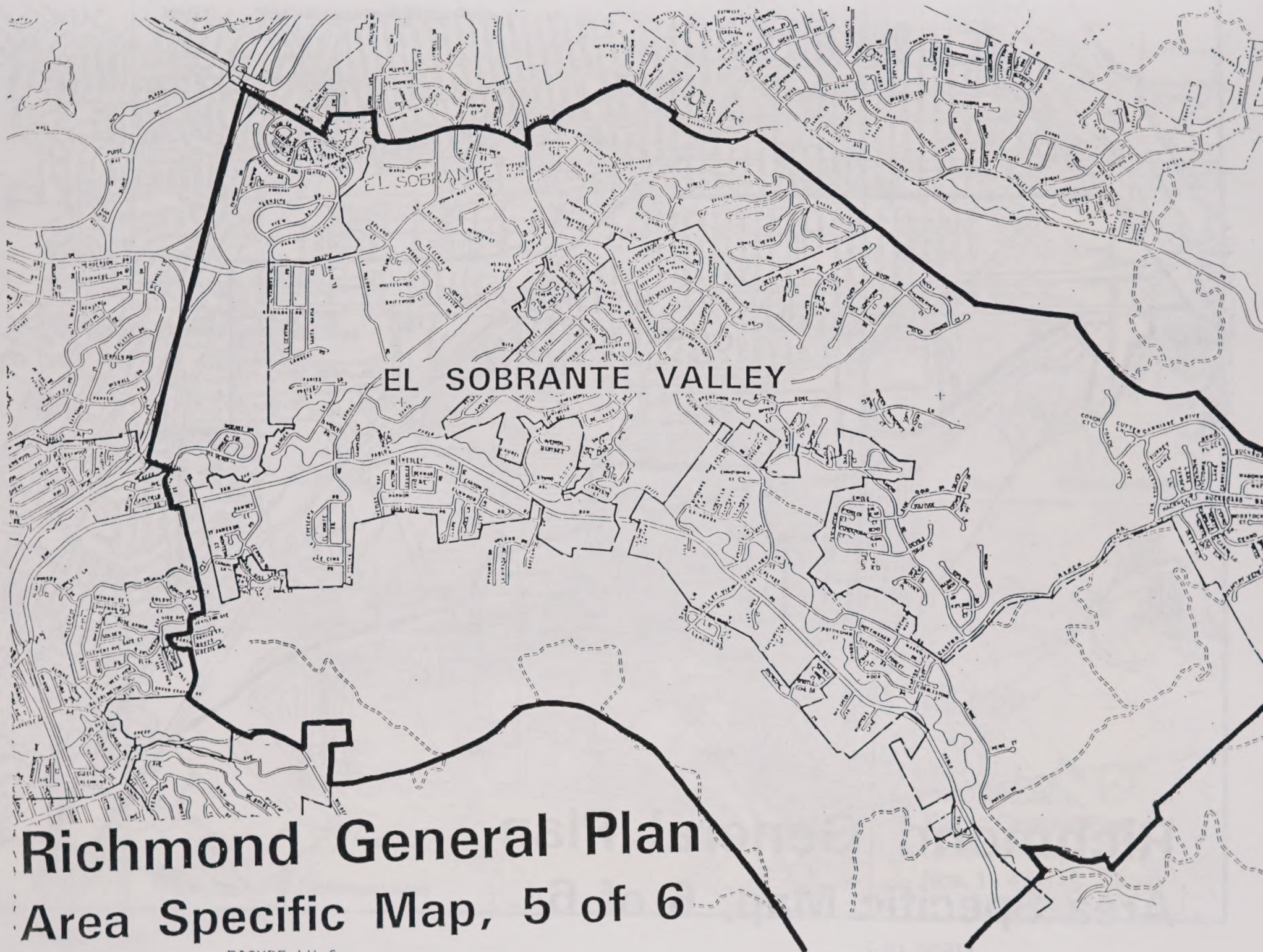


FIGURE LU-4



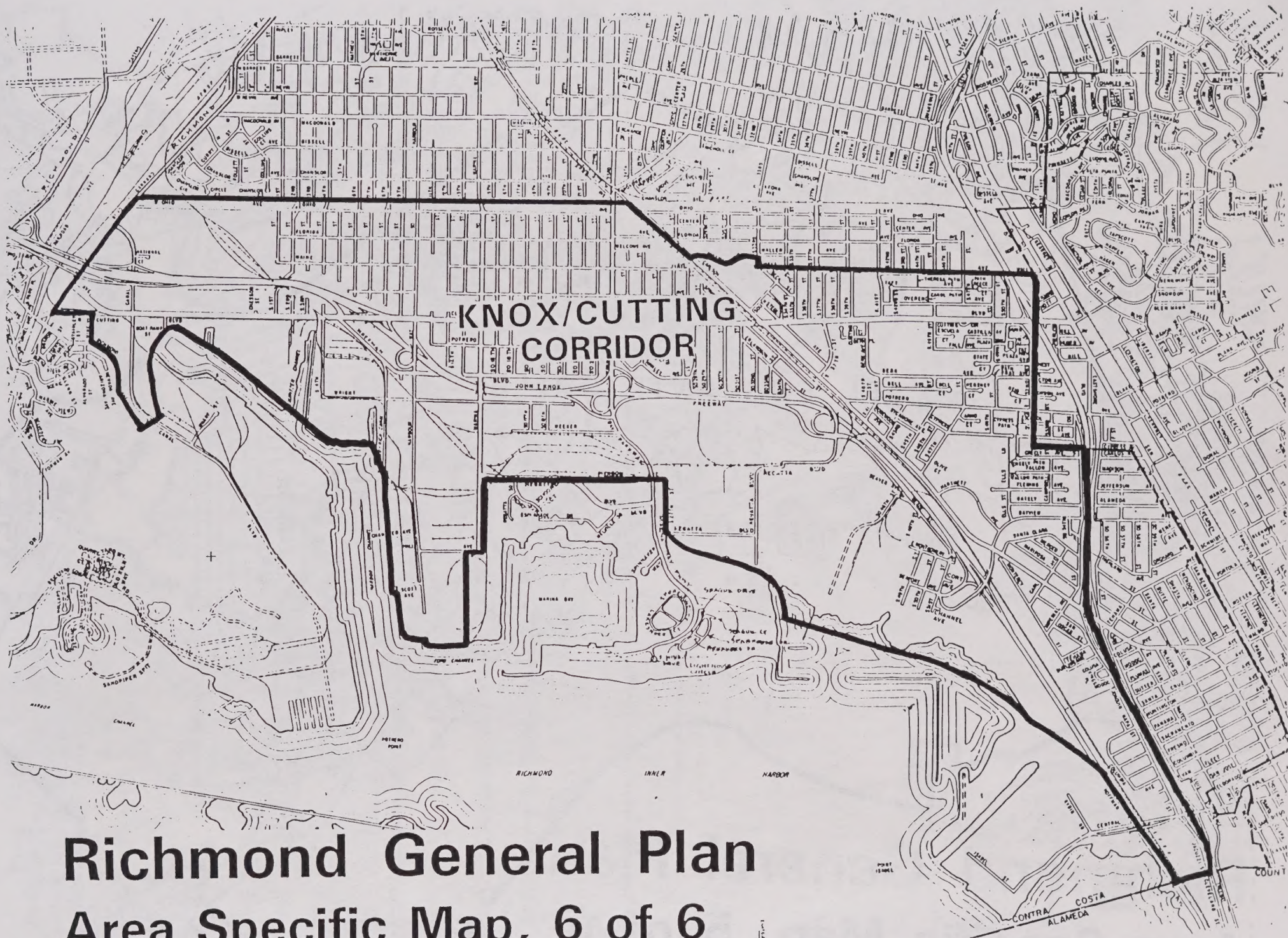
Richmond General Plan

Area Specific Map, 4 of 6



Richmond General Plan

Area Specific Map, 5 of 6



Richmond General Plan Area Specific Map, 6 of 6

FIGURE LU-7

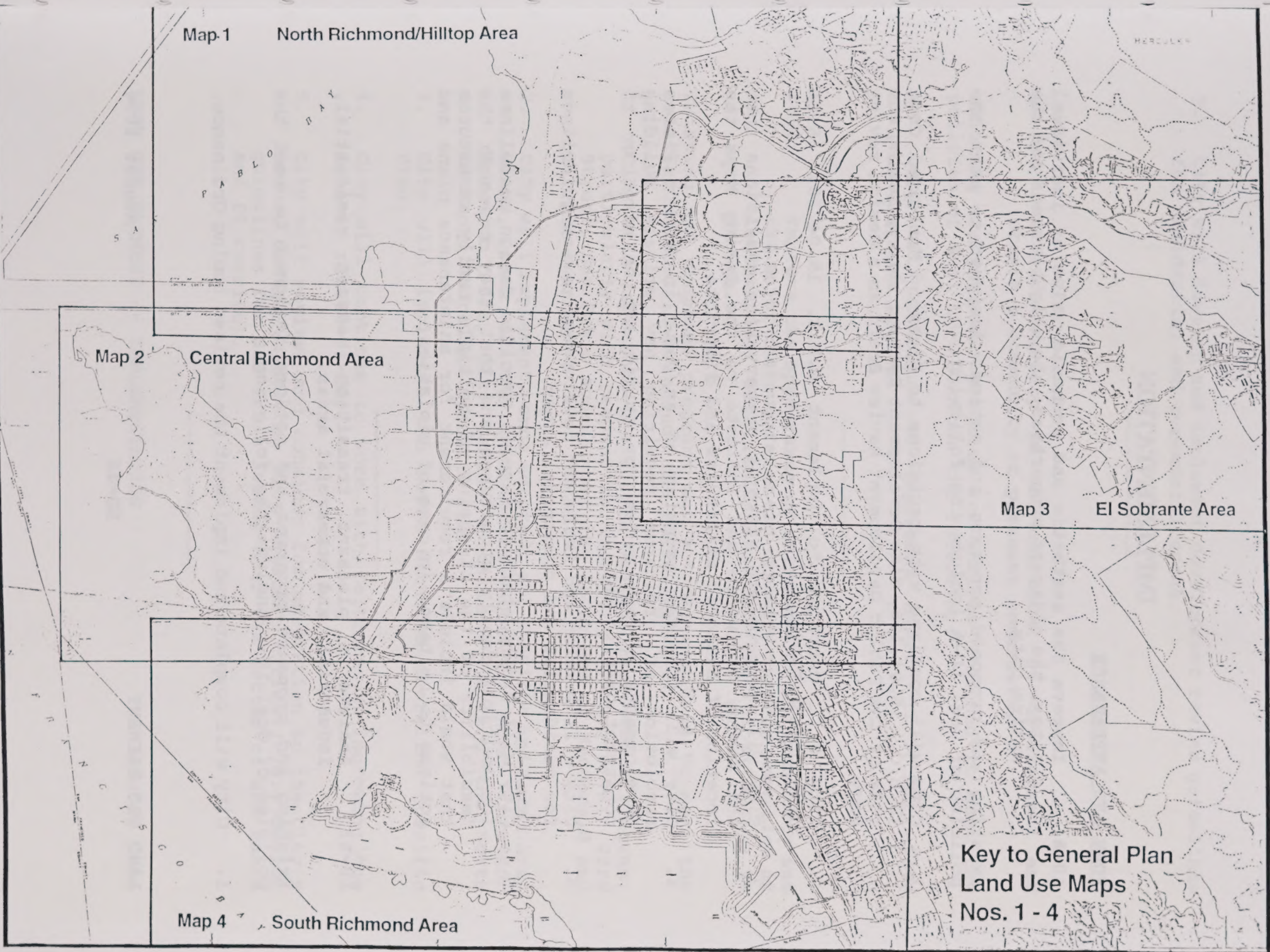


FIGURE LU-8

IMPLEMENTATION

FORM AND APPEARANCE

LU-A: Improve the aesthetic and economic value of individual sites, the adjacent properties, the neighborhoods and the entire City.

Existing and proposed programs and actions designed to meet the policies of Goal LU-A include the following:

1. City will continue with revisions to Richmond Municipal Code (R.M.C.) 15.04.205, Site Development Review, strengthening the role of the Public Development Review Board as a design review body.
2. City will continue to implement R.M.C. 15.04.205, Site Development Review.
3. City will incorporate historic preservation provisions into the Zoning Ordinance and indicate on the Zoning Maps the location of historic structures and districts.
4. City will consider adoption of an Arts in Public Places resolution or ordinance requiring new private building developments to pay a fee for public art on site, or to construct on-site art.
5. City will develop and implement development review guidelines for residential and commercial areas.
6. City will direct staff to develop specific design guidelines for multiple-family structures and that they research the feasibility of the licensing of multiple-family structures that would include a requirement for maintenance plans and actions to be taken in case of violation.

LU-B: Achieve a pleasant transition between residential, industrial, and commercial areas.

Existing and proposed programs and actions designed to meet the policies of Goal LU-B include the following:

1. City will complete and implement the revised Zoning Ordinance.

2. City will develop and implement development review guidelines for residential and commercial areas.
-

LU-C: Achieve variety in the character of development and create a community of pleasant contrasts.

Existing and proposed programs and actions designed to meet the policies of Goal LU-C include the following:

1. City will continue to implement R.M.C. 15.04.205, Site Development Review.
-

LU-D: Improve the appearance of entrances to the community and the major thoroughfares and freeways through provision of landscaping, sign limitations and careful attention to design.

Existing and proposed programs and actions designed to meet the policies of Goal LU-D include the following:

1. City will implement the City's Capital Improvement Program, particularly with respect to improving Cutting Blvd., 23rd Street, San Pablo Avenue, and the lower end of Macdonald and Barrett Avenues.
 2. City will implement, once adopted, all Specific and Local Area Plans, such as the Knox Freeway/Cutting Blvd. Corridor Specific Plan, City Center Specific Plan, and the North Richmond Shoreline Specific Plan.
 3. City will implement the North Richmond Shoreline Specific Plan.
 4. City will continue to work with Caltrans on improving the freeway rights-of-way.
 5. City will review, and consider for adaptation to the City's needs, design guidelines from adjacent cities (e.g., design guidelines for San Pablo Avenue near the cities of San Pablo and El Cerrito).
-

LU-E: Preserve visual access to the Bay and other features of the regional landscape.

Existing and proposed programs and actions designed to meet the policies of Goal LU-E include the following:

1. City will implement the Special Feature and the Resource Management Additive Districts of the Zoning Ordinance.

LU-F: Achieve residential, commercial, industrial, and mixed-use developments which are compatible with environmental constraints and which protect and enhance the area's natural resources.

Existing and proposed programs and actions designed to meet the policies of Goal LU-F include the following:

1. City will complete and implement the revised Zoning Ordinance.
2. City will continue to implement the provisions of the California Environmental Quality Act.
3. City will continue to implement the provisions of adopted Specific Plans, e.g., City Center and Knox Freeway/Cutting Boulevard Corridor.

RESIDENTIAL AREAS

(Implementation of the General Plan Land Use Maps is an ongoing program that applies to all policies.)

LU-G: Produce neighborhoods with distinct identities and of varying densities which are attractive and safe.

Existing and proposed programs and actions designed to meet the policies of Goal LU-G include the following:

1. City will work with school officials on improving and maintaining school sites.
2. City will develop and implement development review guidelines for residential and commercial areas.

LU-H: Preserve and upgrade residential neighborhoods so that they are attractive, safe, retain their distinct identities, and promote a sense of community.

Existing and proposed programs and actions designed to meet the policies of Goal LU-H include the following:

1. City will develop and implement development review guidelines for residential and commercial areas.
-

LU-I: Create environments with both day and night activity in the more urban and commercial/residential mixed-use areas.

Existing and proposed programs and actions designed to meet the policies of Goal LU-I include the following:

1. City will complete and implement the revised Zoning Ordinance.
 2. City will work with civic organizations to identify and/or provide sponsorship for urban activities (e.g., nighttime basketball games in the community centers).
-

COMMERCIAL AREAS

(Implementation of the General Plan Land Use Maps is an ongoing program that applies to all policies.)

INDUSTRIAL AREAS

(Implementation of the General Plan Land Use Maps is an ongoing program that applies to all policies.)

LU-J: Provide areas for light and heavy industrial and industrial/office flex uses that are attractive, well maintained and have convenient access.

Existing and proposed programs and actions designed to meet the policies of Goal LU-J include the following:

1. City will continue to implement R.M.C. 15.04.205, Site Development Review.
2. City will complete and implement the revised Zoning Ordinance.
3. City will continue to work toward completion of the Richmond Parkway.

CIRCULATION ELEMENT

Legal Requirement

The California Government Code, Section 65302(b) provides that:

"The General Plan shall include a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

The Circulation Element includes the Circulation Plan Maps (1 and 2), the goals and policies, text, guidelines, and implementation programs contained herein, and the background material contained in the Technical Appendix. This Element addresses the City's commitment to multi-modal transportation systems through a series of governing statements of goals and policies. The Circulation Element's policies are based on transportation-related planning efforts which are described in detail in the Technical Appendix to the General Plan.

Growth Management

In 1988 the voters of Contra Costa County approved Measure C adding a half cent sales tax to be used for transportation projects. Each city is to receive a portion of the proceeds, providing it adopts a Growth Management Element meeting specified criteria. Richmond's Growth Management Element is a separate Element of the Richmond General Plan.

Two categories of trafficways in addition to freeways are recognized under Measure C: Routes of Regional Significance and Basic Routes. Both categories are defined in the Glossary Section at the end of this Volume. The Growth Management Element establishes Traffic Level of Service (LOS) standards for all intersections on Basic Routes. (A discussion of LOS is contained in the Technical Appendix.) For these reasons the Circulation Element defers to the Growth Management Element standards and includes a policy requiring compliance.

Congestion Management Program

Proposition 111 on the June 1990 State ballot increased the gasoline tax and required each of the State's urban counties to prepare a Congestion Management Program (CMP) including all jurisdictions within the County. The Contra Costa Transportation Authority (CCTA), the agency created to implement Measure C, was designated by the County and Contra Costa cities as the Congestion Management Agency (CMA) for the

County. Many of the components of the CCTA Growth Management Program are similar to the State's five CMP elements:

1. Traffic LOS standards applied to a designated system of State highways and principal arterial streets;
2. Standards for public transit addressing frequency, routing, and coordination of service provided by separate operators;
3. A trip reduction and travel demand element;
4. A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems; and
5. A seven-year capital improvement program (CIP) to maintain or improve the Traffic Level of Service and transit performance standards.

The Richmond Circulation Element is consistent with the Contra Costa CMP adopted by the CCTA in October 1991.

Routes Of Regional Significance

The CCTA Congestion Management Program designates the following Routes of Regional Significance in the Richmond Planning Area:

San Pablo Avenue
San Pablo Dam Road
Richmond Parkway
23rd Street
Cutting Boulevard, 23rd Street to San Pablo Avenue

Circulation Plan Maps 1 and 2 also identify existing and planned bike paths and scenic routes. These maps are part of the City's Circulation Element and the graphic presentations on these maps are of equal authority to the Element's written policies.

(Note: Public utility, water, sewage, storm drainage and communication facilities related to the community's circulation system are addressed in the Community Facilities and Growth Management Elements of the Richmond General Plan and are incorporated herein by reference. See the Open Space and Conservation Element for additional policies relating to bicycle/pedestrian circulation, and the Noise Element for policies relating to transportation noise.)

GOALS AND POLICIES

GOALS¹

- CIR-A Serve the existing and future arrangement of land uses with efficient, safe, convenient, and economic transportation systems for the movement of all people and goods. (Same as Growth Management Element Goal GM-D) (IV)
- CIR-B Provide a balanced, safe, attractive and efficient transportation system for automobile/truck users, transit passengers, pedestrians and bicyclists. (IV)
- CIR-C Develop and encourage the effective use of multi-modal circulation systems. (IV)
- CIR-D Coordinate transportation system planning and related land use planning with other affected jurisdictions and agencies. (IX)

POLICIES

- CIR-A.1 Balance the need to move people and goods on the street and highway system with the access needs of adjacent properties.
- CIR-A.2 Place a priority on facilitating trips with origins or destinations within the community rather than on efforts to provide improvements for through trips. (Same as Growth Management Element Policy GM-D.1.)
- CIR-A.3 Apply consistent traffic control installation measures to mitigate traffic problems.
- CIR-A.4 Establish standards for street improvements and new construction consistent with existing and anticipated transportation demands and land use characteristics while meeting safety considerations.
- CIR-A.5 Promote access to the City's recreational areas, shoreline area and community facilities.
- CIR-A.6 Provide a balanced transportation system to give mobility to all segments of the community, with special emphasis on provision of facilities and services to mobility-impaired and economically disadvantaged members of the community.

¹Roman numeral in parenthesis () at the end of each goal refers to related General Goal listed in the Introduction on page I-2.

- CIR-A.7 Work with affected businesses, public agencies, and organizations to consolidate rail lines, rail yards and other rail facilities in order to increase land use efficiencies.
- CIR-A.8 Maintain Richmond's Port as an active, viable deep water port operation.
-
- CIR-B.1 Make efficient use of the existing transportation system.
- CIR-B.2 Use maintenance of an overall balance between jobs and housing in the community as a way of potentially reducing commute trip lengths, and therefore making better use of the existing transportation system.
- CIR-B.3 Maintain a safe, effective and attractive bicycle and pedestrian circulation system, with particular emphasis on the San Francisco Bay and the Bay Area Ridge Trails and ensuring that new or existing developments are interconnected.
- CIR-B.4 Facilitate ancillary multi-modal transportation improvements (e.g., bus stops, bus shelters, transportation hubs, ferry terminals, bike racks) as part of the City's development process.
- CIR-B.5 Establish a set of street standards which provides for: 1) flexibility of design while meeting safety considerations; and 2) public transit and services (e.g., garbage services).
- CIR-B.6 Designate all freeways as Scenic and Landscaped Freeways and maintain the Richmond Parkway as a Scenic Route.
- CIR-B.7 Plant and maintain freeways with particular attention to: 1) interchange landscaping to avoid broad barren areas; and 2) provision of adequate buffering between freeways and adjacent residential areas.
- CIR-B.8 Use interesting and important landscape and topographical features when designing transportation facilities.
- CIR-B.9 Use techniques such as landscaping of cuts, fills and embankments to soften the appearance of major transportation facilities.
- CIR-B.10 Integrate urban design elements (e.g., landscaping, street furniture, underground utilities, and control of commercial signing) in transportation improvement projects.

- CIR-B.11 Wherever practical, use existing right-of-way for improvement to existing transportation infrastructure.
- CIR-B.12 Use the Scenic Routes Plan to guide development which affects designated routes or view corridors. (See related Open Space and Conservation Element Policy OSC-G.3 and Technical Appendix.)
- CIR-B.13 Continue to provide for and encourage development of the Richmond's deepwater port facilities as an integral part of the City's circulation system.
- CIR-B.14 Continue to develop, maintain, and update developing area fee structures which require developers to pay costs necessary to mitigate impacts of their developments on the local and regional transportation system. (Same as Growth Management Element Policy GM-C.1.)
- CIR-B.15 Work to mitigate transportation noise impacts through location and design of transportation facilities and location and design of noise sensitive uses. (Same as Noise Element Policy NE-B.1.)
- CIR-B.16 Continue to support traffic and highway improvements that will lessen noise from or alleviate the need for through traffic, especially truck traffic, passing through residential neighborhoods. (Same as Noise Element Policy NE-B.2.)
-
- CIR-C.1 Balance the need for parking with the need to promote the use of alternative modes and transit.
- CIR-C.2 Promote the use of alternatives to the single-occupant automobile to satisfy community transportation needs.
- CIR-C.3 Provide a network of bicycle routes offering safe and easy access to all portions of the City.
- CIR-C.4 Integrate bicycle facilities in new roadways.
- CIR-C.5 Encourage increases in the rate of high-occupancy vehicles during commute periods.
- CIR-C.6 Use parking management plans (e.g., park-and-ride, preferential carpool parking) to encourage high-occupancy vehicle trips.

- CIR-C.7 Encourage developers through the established permit process to include mass transit facilities within their projects and require them to coordinate with mass transit agencies to provide service to their projects.
- CIR-C.8 Encourage reestablishment of ferry service in Richmond as an alternative transportation mode.
- CIR-C.9 Encourage transit providers to coordinate schedules in order to reduce time in multi-modal transfers.
- CIR-C.10 Provide convenient transportation systems for mobility-impaired individuals.

-
- CIR-D.1 Work with other affected agencies to ensure that transportation facilities are developed, and maintained, to the highest possible standard.
 - CIR-D.2 Work with other agencies to provide creative alternative means of access to city and regional parks and other recreational facilities, including public transportation, hiking trails, and bicycle trails. (Same as Community Facilities Element Policy CF-C.3.)
 - CIR-D.3 Maintain level of service standards which comply with requirements of County-wide Transportation Measure C. (Same as Growth Management Element Policy GM-D.2.)
 - CIR-D.4 Maintain level of service standards which comply with the West Contra Costa Transportation Committee's Action Plan standards for regional routes. (Same as Growth Management Element Policy GM-D.3.)
 - CIR-D.5 Encourage any proposed BART extension to: 1) utilize the existing Richmond BART Station; 2) minimize impacts on Richmond and surrounding communities; and 3) provide direct service to the Hilltop Mall retail facilities.
 - CIR-D.6 Work with BART, other affected jurisdictions and agencies, and affected businesses to ensure that any proposed BART extension supports local land use and other pertinent policies.
 - CIR-D.7 Actively work with non-rail transit providers, such as AC Transit, Westcat and County Connections to strongly encourage the annexation of, or service to, all areas within Richmond's sphere of influence.

- CIR-D.8 Work with transit service providers to minimize the "wait" when transferring between modes of transportation. (See related Circulation Element Policy CIR-C.9.)
- CIR-D.9 Develop and implement transportation demand management (TDM) strategies in cooperation with other WCCTAC jurisdictions and agencies and in the context of financial support from the CCTA as one way of meeting Measure C standards. (Same as Growth Management Element Policy GM-D.5.)

(Note: See Growth Management Element for further policies.)

EXISTING AND PROPOSED CIRCULATION SYSTEM

The components of the Planning Area's traffic network include freeways, the Richmond Parkway, major thoroughfares, and secondary thoroughfares. Each of these components is discussed in the Technical Appendix which also contains a discussion of scenic routes and corridors, the public transportation network, railroad network, maritime facilities, and non-motorized transportation. The Circulation Plan, Map 1 of 2, shows freeways, major thoroughfares, secondary thoroughfares, BART, and scenic corridors. Roadway designations are used to indicate roadway function and not necessarily design.

AREA SPECIFIC GUIDELINES

See Land Use Element for maps showing the boundaries of areas with specific guidelines.

SHORELINE AREAS

Shoreline -- General

1. Promote more effective movement of people to and within the shoreline areas by: (1) increased public transit service linked to BART; and (2) development of convenient bicycle and foot trails.
2. Promote circulation facilities in the shoreline areas that will assist inland residents in taking advantage of the shoreline. Stress that the design of these facilities should not block access to the waterfront.
3. Urge that agreement be reached among the City of Richmond, the City of San Pablo and Contra Costa County to determine the scheduling of construction of grade-separated railroad-street crossings at Chesley and Market Streets east of North Richmond.
4. Build grade-separated railroad-street crossings to provide safe access to the following residential areas if alternative routes which do not cross tracks cannot be found: Parchester Village and Brickyard Cove (if construction of the Dornan Drive-Canal Boulevard loop is delayed, as the loop will relieve the grade crossing problem).
5. Encourage development of a system of hike/bike trails throughout the shoreline area as shown on Circulation Plan Map, 2.
6. Ensure that adequate bicycle and pedestrian pathways and crossings, linked to shoreline trails and mass transit, are built in connection with highway improvements.

South Shoreline

POINT ISABEL AREA:

1. Support Caltrans' current plans for the Knox Freeway wherein the right-of-way will remain essentially as it is from Bayview Avenue south to Point Isabel, and thus avoid disruption or destruction of the Hoffman Marsh. Support only future improvements of the Knox Freeway and connecting interchanges which are designed to avoid significant negative impacts on the Hoffman Marsh.
(Comment: One future concern will be how to design an improved interchange at Central Avenue. The State has acquired ownership of portions of the Hoffman Marsh to develop diamond-shaped on-off ramps. As further development takes place at Point Isabel (and possibly the area immediately to the north) traffic volumes will

necessitate development of an improved interchange at this location.)

2. Determine the necessity of a roadway connection to the Catellus site north of Point Isabel prior to considering its development by the property owner. If such a determination is made, require that the roadway be established as an extension of Rydin Road with a bridge of minimum size (no earth fill) over the lagoon and that the roadway and bridge meet City of Richmond standards.

MARINA BAY:

1. Ensure that appropriate design features and buffering elements are incorporated in new roadways serving Redevelopment Project Area 11-A so that the roads will have the least possible detrimental impacts on adjacent land uses and environmental values.
2. Encourage AC Transit to plan for public transportation to the Marina Bay area which will connect this area with inland areas and with BART. Promote the inclusion of facilities for buses in the development plans for the Redevelopment Project Area 11-A.
3. Investigate the feasibility of establishing a "jitney" or similar service to connect the main activity centers proposed around the perimeter of the Marina Bay basin.
4. Continue discussions with the Santa Fe and Southern Pacific Railroad Companies to determine railroad needs in the Marina Bay Area.
5. Institute appropriate measures to have unneeded tracks removed and other tracks realigned so that railroad tracks will not inhibit orderly redevelopment in the Marina Bay area.

SANTA FE CHANNEL AREA:

1. Undertake necessary roadway improvements in the Santa Fe Channel Area that will facilitate or promote safe and effective movement of goods and people, especially as related to the port terminals.
2. Explore the possibility of combining rail lines and spurs into an efficient system of essential rail lines which will efficiently serve the industrial needs of this area and result in the least disruption of vehicular and pedestrian traffic.
3. Undertake an analysis, in cooperation with the Santa Fe and Southern Pacific Railroads, of rail needs for a port terminal complex, including the need for new trackage or the realignment or relocation of existing tracks.

4. Encourage early completion of the Dornan Drive-Canal Boulevard loop which will relieve the existing potential hazard created by the lack of such a connection. This roadway should be designed according to the goals and policies established in the Circulation Element for a scenic route.

CITY CENTER

See City Center Specific Plan.

IRON TRIANGLE

1. To reduce the intrusion of traffic headed for the western industrial areas into the Iron Triangle, it is recommended that a western bypass system be established immediately consisting of the Richmond Parkway including the improvement of Castro Street.

Several other measures are suggested for further alleviation of westbound traffic. These include the construction of a new underpass behind Peres School connecting Hensley Industrial Park and the Richmond Parkway to Pennsylvania and Garrard.

2. Improvement of pedestrian circulation and mass transit within the central core should be encouraged to reduce the public dependence on the private automobile.

PULLMAN

1. Discourage excessive traffic, especially from the immediate vicinity of the elementary school.
2. Create and preserve safe pedestrian travelways to all important facilities in the area and in the vicinity.

KNOX FREEWAY/CUTTING BOULEVARD CORRIDOR

See Knox Freeway/Cutting Boulevard Corridor Specific Plan.

EL SOBRANTE VALLEY

1. Work with Contra Costa County and affected citizen and business organizations to increase traffic capacity in the commercial portion of the El Sobrante area.
2. Work with affected citizen and business organizations, land owners and transit providers to improve transit service to the El Sobrante area.
3. Implement capital improvements (e.g., park-and-ride lots) which facilitate the use of alternative transportation modes in the El Sobrante area.

4. Analyze, and based on the analysis, make recommendations to the appropriate jurisdiction/agency, on the impacts of school-based trips on the circulation system in the El Sobrante area.
5. Use strategies, through the West Contra Costa Transportation Advisory Committee (WCCTAC) Strategic Plan process, to attain traffic service standards on routes of regional significance in the El Sobrante area.
6. Minimize the number of streets and driveways intersecting or entering San Pablo Dam Road, Appian Way and Valley View Road.
7. Provide for well-designed projects and vehicular access to traffic arterials through the assembly of the deep, narrow parcels of land along San Pablo Dam Road and Appian Way.
8. Require development of off-street parking for public use in the commercial area along San Pablo Dam Road, in order to improve the traffic flow on the arterials.

IMPLEMENTATION PROGRAMS

(Implementation of the General Plan Circulation Plan Maps is an ongoing program that applies to all policies.)

Goal CIR-A: **Serve the existing and future arrangement of land uses with efficient, safe, convenient, and economic transportation systems for the movement of all people and goods. (Same as Growth Management Element Goal GM-D)**

Existing and proposed programs and actions designed to meet the policies of Goal CIR-A include the following:

1. City will review, and where appropriate, establish new standards for installation of traffic control measures (e.g., stop signs, stop lights, etc.), and street construction standards which reflect anticipated land use characteristics and topography (e.g., on-street parking on one side of the street on hilly residential streets).
2. City will develop a strategy for rail line consolidation.
3. City will develop a project review check list to review proposed development plans for such things as access to garbage areas, bicycle parking, pedestrian access to adjacent land uses, and internal pedestrian circulation.
4. City will consider Transportation System Management (TSM) Projects in annual updates of the Capital Improvement Program.

Goal CIR-B: **Provide a balanced, safe, attractive and efficient transportation system for automobile/truck users, transit passengers, pedestrians and bicyclists.**

Existing and proposed programs and actions designed to meet the policies of Goal CIR-B include the following:

1. City will continually update its developing area fee structures.
2. City will develop, and implement within current budget constraints, a program to landscape and install appropriate urban design items at key gateways and within public rights-of-way of major City streets.

3. City will continue to coordinate with BART, Amtrak, AC Transit and other appropriate transit providers to improve transit facilities.
4. City will implement its Capital Improvement Program, particularly with respect to improving Cutting Boulevard, 23rd Street, San Pablo Avenue, Carlson Boulevard, and the lower end of Macdonald and Barrett Avenues.
5. City will implement, once adopted, all Specific and Local Area Plans, such as the Knox Freeway/Cutting Boulevard Corridor Specific Plan, the City Center Specific Plan, the North Richmond Shoreline Specific Plan, and others that may be adopted.
6. City will implement the North Richmond Shoreline Specific Plan.
7. City will continue to work with Caltrans on improving the freeway rights-of-way.

Goal CIR-C: Develop and encourage the effective use of multi-modal circulation systems.

Existing and proposed programs and actions designed to meet the policies of Goal CIR-C include the following:

1. City will adopt a Transportation Demand Management (TDM) Ordinance.
2. City will, working with other affected agencies, prepare an analysis of reestablishing ferry service to Richmond. This analysis shall also include assessments of financial and land use impacts.
3. City will, in the context of available financial resources, implement its Bicycle Facilities Plan.
4. City will prepare and implement a program to provide convenient transportation systems for mobility-impaired individuals.

Goal CIR-D: Coordinate transportation system planning and related land use planning with other affected jurisdictions and agencies.

Existing and proposed programs and actions designed to meet the policies of Goal CIR-D include the following:

1. City will seek transit service delivery to all areas within Richmond's sphere of influence.
2. City will identify concentrated areas of employment, commerce and residential development, and work with mass transit providers to develop peak hour service to those areas.
3. City will send environmental impact reports and general plan amendments to nearby communities as a means of information exchange.
4. City will be proactive in its involvement concerning the proposed BART extension alignment.

COMMUNITY FACILITIES ELEMENT

Legal Requirement

The California Government Code, Section 65303, provides that: "The general plan may include any other elements or address any other subjects which, in the judgement of the legislative body, relate to the physical development of the county or city."

The Community Facilities Element is not a State required element. It provides a statement of the goals and policies of the City of Richmond relating to the provision of needed community facilities. Included among "community facilities" are:

- o Recreation and Park Facilities;
- o Public Safety Facilities (fire, police, and emergency operations facilities);
- o Public Infrastructure Facilities (water, sewer, storm drainage, flood control, and solid and liquid waste disposal facilities; gas and electrical utilities; telecommunications facilities; local government facilities);
- o Human Services Facilities (schools, child care and other human service facilities); and
- o Arts and Cultural Facilities.

The Community Facilities Element includes the goals, policies, guidelines, and implementation programs contained herein, and the background material presented in the Technical Appendix.

(Notes:

1. For goals and policies relating to local and regional pedestrian trails and public access, refer to the Open Space and Conservation Element.
2. For goals and policies relating to bicycle trails, streets and related public facilities, refer to the Circulation Element.

The goals and policies referred to above are incorporated herein by reference.)

GOALS AND POLICIES

GOALS¹

Recreation and Park Facilities

- CF-A Meet the present and future recreation acreage needs of the community. (II)
- CF-B Improve the quality of life for residents and workers in Richmond by providing facilities to meet their active and passive recreation needs. (II)
- CF-C Ensure that all areas of the community are adequately served by recreation and park facilities. (II)
- CF-D Meet the community's recreation and park needs through a capital improvement program that is within the financial ability of the city. (II)

Public Safety Facilities

- CF-E Minimize the risks to people, property and the environment due to fire hazards and the use and storage of hazardous materials. (Same as Safety Element Goal SF-B) (XII)
- CF-F Provide a high level of security and safety to the maximum extent possible through the prevention or reduction of crime to persons and property. (Same as Safety Element Goal SF-E) (XII)
- CF-G Provide an efficient, coordinated response to emergencies and natural or technological disasters. (Same as Safety Element Goal SF-D) (XII)

Public Infrastructure Facilities

- CF-H Provide and maintain a level of public infrastructure facilities that adequately serves the present and future needs of the community. (Same as Growth Management Element Goal GM-C) (II)

¹ Roman numeral in parentheses () at the end of each goal refers to related General Goal listed in the Introduction on page I-2.

Human Services Facilities

- CF-I Provide an adequate level of facilities for human services (such as child care, medical and social services, libraries, and senior centers). (II)
- CF-J Support the School District and other educational providers in providing high quality educational opportunities for all segments of the population. (X)

Arts and Cultural Facilities

- CF-K Provide community facilities for the arts and culture. (II)
- CF-L Provide a favorable environment for a flourishing arts community and promote the full range of artistic and cultural activities. (V)
- CF-M Support the use of arts and culture as an important element in local educational opportunities. (X)

POLICIES

Recreation and Park Facilities

- CF-A.1 Identify and reserve sufficient land to satisfy the park and recreation needs of Richmond residents.
- CF-A.2 Acquire lands for neighborhood, district and citywide park needs through dedication, direct acquisition, or donation.
- CF-A.3 Encourage the East Bay Regional Park District (EBRPD) to acquire, develop, and manage facilities for public use including: parks, beaches, trails, fishing sites, viewpoints, creekside recreation combined with flood control, and islands.
- CF-A.4 Protect public recreation and park areas and facilities against encroachment or acquisition for other public or private uses.
- CF-A.5 Encourage the School District to retain surplus properties that provide needed neighborhood or district recreation, open space, or community facilities.

- CF-A.6 Negotiate and undertake the shared use of recreation and park facilities owned and operated by the School District, the Regional Park District, and other jurisdictions wherever feasible and appropriate, as a cost-effective option providing benefits both to city residents, the City, and to the other agencies.
- CF-A.7 Ensure that sufficient land is available to meet the existing and future needs for regional shoreline recreation.
- CF-A.8 Promote the development of regional and local urban trails and collaborate with regional, County, and other local public agencies and with nonprofit and private groups to develop urban trail systems. (Same as Open Space and Conservation Element Policy OSC-S.6)

(Note: For additional policies relating to local and regional pedestrian trails and public access, refer to the Open Space and Conservation Element. For policies on bicycle trails refer to the Circulation Element.)

- CF-B.1 Make recreation and park facilities and open space areas available to and usable by all segments of the community, including people with disabilities.
- CF-B.2 Provide facilities accommodating a variety of recreation activities for all the major age groups and user groups in the community, at the neighborhood, district, citywide and regional levels.
- CF-B.3 Provide community centers at centrally located recreation areas, each serving the recreational and cultural needs of a district or subarea of the City consisting of several neighborhoods.
- CF-B.4 Coordinate the provision of recreation and park facilities and programs with neighboring cities, the County, the School District, the East Bay Regional Park District (EBRPD), and East Bay Municipal Utility District (EBMUD) to provide an optimal level of facilities, make the best use of available resources, and avoid duplication.
- CF-B.5 Provide recreation and park facilities near employment centers that can be used by workers, that encourage the growth of employment, and that increase the desirability of the City as a place to live and work.

CF-B.6 Coordinate the development and maintenance of regional recreation with that of commercial recreation, preservation and utilization of open space, conservation, and public access facilities. (See related policies under the Open Space and Conservation Element.)

CF-B.7 Require projects adjacent to parks or recreational corridors to minimize impacts on the recreational values of those facilities.

CF-C.1 Develop each recreation and park facility on the basis of the needs of the group it is to serve and locate it so as to provide the most convenient and efficient service.

CF-C.2 Give high priority to rehabilitating neighborhood recreation and park facilities.

CF-C.3 Work with other agencies to provide creative alternative means of access to city and regional parks and other recreational facilities, including public transportation, hiking trails, and bicycle trails. (Same as Circulation Element Policy CIR-D.2)

CF-C.4 Maintain a safe and healthy environment and an adequate level of facilities at all City owned or operated park and recreation facilities.

CF-D.1 Require residential developers to contribute to the development of public park and recreational land and facilities. (See related policy in Growth Management Element, Policy GM-B.2)

CF-D.2 Encourage developers to provide dedicated public park land, trails, and facilities instead of in lieu fees. (Same as Open Space and Conservation Element Policy OSC-Q.4)

CF-D.3 Design recreation and park facilities to assure maximum use at minimum cost, to enhance the appearance of the surrounding community, and to ensure safety in access and use.

CF-D.4 Encourage development of private and commercial recreational facilities to supplement public facilities.

(Note: Refer to Growth Management Element for performance standards for parks and recreation facilities.)

Public Safety Facilities

CF-E.1 Provide fire prevention facilities and equipment necessary to protect the community. (Same as Safety Element Policy SF-B.4)

CF-F.1 Provide an adequate level of police facilities and equipment to protect the community. (Same as Safety Element Policy SF-E.1)

CF-G.1 Establish and maintain a permanent City of Richmond Emergency Operations Center, and an alternate Center, to coordinate emergency and disaster operations. (Same as Safety Element Policy SF-D.7)

(Notes:

1. For additional policies relating to fire, police, emergency operations, and other types of public safety facilities, refer to Safety Element.
2. Refer to Growth Management Element for performance standards for fire and police facilities and services.)

Public Infrastructure Facilities

CF-H.1 Coordinate with East Bay Municipal Utility District (EBMUD) to ensure an adequate water system for existing and future residents and to maintain adequate water reserves. (See related Open Space and Conservation Element Policy OSC-J.2)

CF-H.2 Publicize the location of wells for use during an emergency in disaster plans. (Same as Open Space and Conservation Element Policy OSC-K.6)

CF-H.3 Encourage effective water conservation practices by residents and businesses including household conservation and use of drought resistant landscaping and reclaimed wastewater.

- CF-H.4 Continue to operate and maintain the Municipal Sewer District at high levels of efficiency, and upgrade the City's waste water system to provide sufficient capacity and water pollution control facilities to meet current and future projected needs, including backup capacity to cover periods of maintenance and heavy storm water runoff.
- CF-H.5 Coordinate closely the planning, operation, and upgrading of the Richmond Municipal Sewer District facilities with the West Contra Costa and Stege Sanitary Districts and with East Bay Municipal Utility District.
- CF-H.6 Work cooperatively with Contra Costa County to identify stormwater pollution control needs and modify the City's separate stormwater control system, as necessary and practical, to control the quality of discharge to creeks, streams, and other waterways within Richmond and into San Francisco Bay; and ensure that all new developments address non-point pollution in the design of their projects. (See related policy OSC-L.3 in Open Space and Conservation Element.)
- CF-H.7 Work cooperatively with the County Flood Control District and the Army Corps of Engineers to construct and maintain the flood control project on Wildcat and San Pablo Creeks and the associated storm drainage facilities. (See related policies in Open Space and Conservation Element, Policies OSC-I.1 through OSC-I.4)
- CF-H.8 Work actively to (a) reduce the amount of solid waste generated, (b) promote reuse of materials, (c) recycle as much of the solid waste as possible, (d) make use of the energy and nutrient value of the solid waste, and (e) properly dispose of the remaining solid waste.
- CF-H.9 Implement the City's Source Reduction and Recycling Element and Household Hazardous Waste Element and implement those portions of the West Contra Costa Integrated Waste Management Authority's regional elements that are applicable to the City of Richmond.
- CF-H.10 Coordinate and work with the County, through the West Contra Costa Integrated Waste Management Authority, on the development of source reduction, reuse, recycling, education and composting programs and the development of waste transfer, processing, and disposal facilities meeting the highest established environmental standards and regulations.

- CF-H.11 Reuse solid waste disposal sites after completion of disposal operations for outdoor recreation, open space, and processing of solid waste for recycling to the extent feasible.
- CF-H.12 Cooperate with and assist Pacific Gas & Electric Company and telephone service providers to provide needed gas, electric, and telephone services and capacity to meet present and future projected needs.
- CF-H.13 Make City cable television channels widely available and accessible to the community in order to promote public participation in local government, dissemination of information, educational and cultural programming services, and emergency response services.
- CF-H.14 Provide a joint utility trench system including power, telephone, gas and cable television in all new and improved street systems and encourage the development of a utility looping system (two-way utility feed system, which improves pressure and allows for backup), wherever appropriate and feasible. (See related policy in Safety Element, Policy SF-A.12)
- CF-H.15 Encourage new utility mains and extensions in proposed new and improved street networks.
- CF-H.16 Carry out the undergrounding of utilities along the city's major thoroughfares and arterials through use of underground utility districts, where feasible. (See related policy in Land Use Element, Policy LU-D.1)
- CF-H.17 Provide and maintain adequate, modern facilities to support all City government operations.
- CF-H.18 Require developers to contribute toward the financing of fire, police, and other public infrastructure facilities needed to reduce the impacts caused by new development. (See related policy in Growth Management Element, Policy GM-B.2)
- CF-H.19 Promote the use of energy conservation features in the design of all new residential structures, in accordance with the State Building Energy Efficiency Standards.

(Note: For additional policies relating to streets and related facilities, refer to the Circulation Element. For additional policies relating to flood control, waste water, waste water reclamation, water conservation, and water quality, see Open Space and Conservation Element. Refer to Growth Management Element for performance standards for sanitary sewer, water, and flood control facilities.)

Human Services Facilities

- CF-I.1 Support efforts of child care providers to provide a sufficient level of good quality, affordable child care facilities for residents and families working in Richmond, including facilities for children with special needs.
- CF-I.2 Encourage the provision of child care services at the workplace.
- CF-I.3 Assist public agency, nonprofit, and private providers of human services to develop and maintain an adequate level of facilities (such as medical and social service facilities, senior centers, libraries and other service centers) needed to serve the community.
- CF-I.4 Eliminate physical barriers at community facilities that prevent people with mobility problems from participating fully in community activities.
-
- CF-J.1 Encourage educational providers in the community to provide a high standard of well-maintained and equipped school facilities and education services, and enhanced educational opportunities for the general public.
- CF-J.2 Work closely with the School District on location of public school facilities, in order to (a) locate public schools next to neighborhood or district park facilities; (b) encourage the joint development of these facilities; (c) locate elementary schools near the center of their attendance areas; (d) ensure that attendance areas are not bisected by major thoroughfares or other hazardous natural or built barriers; (e) locate middle school, junior high, and high school facilities centrally within their service areas, and ensure that a socioeconomic and ethnic cross-section of the population is maintained in each school to the extent feasible; (f) develop permanent school facilities having a pupil capacity scaled to accommodate the long-range student load of their attendance districts; (g) utilize portable classrooms

only on a short-term basis to accommodate excessive peak loads of relatively short duration; and (h) develop school sites of sufficient size to accommodate all school and recreational facilities without interference with adjoining residential uses.

- CF-J.3 Encourage the School District to retain all open and closed school facilities in public ownership to ensure provision for future school facility needs. (See related policy in Land Use Element, Policy LU-H.2)

Arts and Cultural Facilities

- CF-K.1 Support private, non-profit and other public agencies in providing community facilities and programs for the arts.

- CF-K.2 Preserve and enhance existing cultural and artistic artifacts and resources in the City. (Same as Land Use Element Policy LU-A.5)

- CF-K.3 Allow Live/Work spaces for artists, custom manufacturers, and similar creative endeavors in commercial and light industrial areas. (See related Policies in Land Use Element, Policies LU-J.1 and LU-J.2)

-
- CF-L.1 Integrate an arts and cultural component in public places and facilities. (Same as Land Use Element Policy LU-A.6)

- CF-L.2 Include art and cultural components in areas of new development and redevelopment. (Same as Land Use Element Policy LU-A.7)

- CF-L.3 Encourage new development to contribute to the arts and culture in Richmond.

-
- CF-M.1 Promote and support community arts and cultural events, forums, and celebrations reflecting the full range of the City's ethnic and cultural groups (e.g., Festival by the Bay, Juneteenth, and the Farmer's Market).

- CF-M.2 Foster a heightened awareness and appreciation of the City's cultural resources and its variety of cultures.

AREA SPECIFIC GUIDELINES

See Land Use Element for maps showing the boundaries of areas with specific guidelines.

SHORELINE AREAS

West Shoreline

1. Require the dedication of a public park as part of the specific plans for Ferry Point. If EBRPD has sufficient funds to acquire the Ferry Point site, encourage them to acquire it for park use.
2. Promote the establishment of shoreline sites or piers for public fishing in the vicinity of Ferry Point and at the coves between Castro Point and Point Orient.
3. Designate a permanent site at the Point Molate Naval Fuel Depot for use as a beach park when its present use is phased out and the site is available.
4. Develop the full recreation potential of Point Molate beach. Improve hike and bike access and provide some form of public transportation to the beach. Consider extension of the present site.
5. If and when released by the Navy, encourage the reuse of Winehaven buildings as a conference center or similar use, possibly under the auspices of EBRPD.
6. Encourage the creation of a recreational corridor along the western shore of Point San Pablo through trail connections between parks and commercial recreation sites.
7. Designate an overlook park for Point San Pablo and improve it with a turnout off Western Drive.
8. Retain existing parks at Miller-Knox Regional Shoreline, at Point Molate Beach, and at Keller Beach.

South Shoreline

POINT ISABEL:

1. Retain the existing Santa Fe (Catellus) landfill of approximately 18 acres immediately north of Point Isabel as a preservation area with limited access for open space recreation until the planning and environmental review process is completed, necessary permits are issued for development, and an adequate roadway connection is provided.

2. Support efforts of the East Bay Regional Park District to acquire and develop portions of the south and west shoreline of Point Isabel for expansion of the Point Isabel Regional Shoreline.

(Comment: The only known possibilities of shoreline development for non-park use are: (1) the undeveloped area south of Central Avenue on the southside of Point Isabel; (2) the vacant fenced-off area owned by the Stege Sanitary District; and (3) the vacant Catellus-owned land between the Stege property and the Point Isabel Regional Shoreline.)

3. Promote the establishment of shoreline sites or piers for public fishing on the shoreline from Point Isabel to Marina Bay.
4. Retain existing park at Point Isabel Regional Shoreline.

MARINA BAY:

1. Continue to develop and provide for the following public open space areas in the Marina Bay basin area:
 - a. An esplanade which will encircle the perimeter of the basin. In addition to providing access to the marina, the esplanade will provide a pedestrian link between the land uses fronting the basin and be a pleasant environment for sitting, walking, bike riding, and viewing of the marina activities.
 - b. A "Marina Green" located along the northern shoreline of the basin. This area will essentially be a large lawn area which will accommodate a variety of leisure-time activities.
 - c. A beach extending along the Bayshore shoreline. It will provide an area for walking, sitting, picnicking, wildlife observation, and access to the Bay waters.
 - d. A park area located at the western end of the peninsula. This park will accommodate viewing and other water-oriented park uses. The park area may include parking facilities to accommodate public use, and limited water-oriented commercial and commercial recreation facilities compatible with park use.
 - e. A park area located along the western shoreline of the basin where the Ford Channel and Marina Bay meet. This park will also accommodate viewing and other water-oriented park uses.

2. Promote the establishment of shoreline sites or piers for public fishing on the shoreline from Point Isabel to Marina Bay.
3. Develop a system of pathways for bicyclists and pedestrians which will connect all non-industrial development in the Marina Bay area and will connect the area to regional city-wide hike/bike trails.
4. Support the implementation of the Point Isabel to Miller-Knox Park Shoreline Corridor Feasibility Study.
5. Provide, when feasible, a district recreation center facility to serve the Marina Bay area.

SANTA FE CHANNEL AREA:

1. Establish a park at the southwest corner of the Ford Peninsula.
2. Provide for the regional hike/bike trail as described in the Point Isabel to Miller-Knox Park Shoreline Corridor Feasibility Study.

BROOKS ISLAND:

1. Cooperate with East Bay Regional Park District in the implementation of their Land Use-Development Plan/Environmental Impact Report for the Brooks Island Regional Shoreline.
2. Encourage the East Bay Regional Park District to gain control, through acquisition or other means, of the remaining portions of Brooks Island, Bird Island, the breakwater and surrounding water areas.
3. Encourage the East Bay Regional Park District to continue to make Brooks Island available only for limited and controlled public use to assure that the unique cultural and natural resources of the Island are preserved to the greatest possible degree.

North Shoreline

See North Richmond Shoreline Specific Plan.

1. Promote the establishment of shoreline sites or piers for public fishing on the northwest shore of Pinole Point and near the mouth of Wildcat Creek.

2. Support recycling and composting activities, as an interim use, on the present landfill site after its current use for disposal of solid waste material is terminated; and, support the development of non-intensive recreation facilities and open space in the long term.
3. Support the inclusion of recreational facilities as part of the flood control project for San Pablo and Wildcat Creeks. Promote use of the North Richmond marshes as an environmental education center.
4. Collaborate with the County through the North Richmond COMET Planning Group on joint efforts to provide needed recreation and park facilities, public infrastructure, and other community facilities and services.
5. Retain existing parks at Verde School and Point Pinole Regional Shoreline.

CITY CENTER

See City Center Specific Plan.

IRON TRIANGLE

1. Make significant improvement in major community facilities in accordance with the needs of the Iron Triangle and the standards of the Recreation and Parks Commission, the School Board and other pertinent agencies.
2. Coordinate any new neighborhood and community facilities such as a neighborhood center, study halls, or pre-school facilities with other development in the area.
3. Make efforts to cultivate the individual personality of sub-neighborhoods in detailed community facilities project planning, with special attention to any desirable features which might preserve or establish the character of the area and reflect its cultural diversity.

PULLMAN

1. Develop recreational facilities commensurate with the size and nature of the population in the neighborhood.
2. Eliminate overhead electrical facilities particularly in those areas adjacent to the Potrero Redevelopment Area.
3. Develop a tot lot west of 37th Street so as to serve the needs of the younger children.

KNOX FREEWAY/CUTTING BOULEVARD CORRIDOR

See Knox Freeway/Cutting Boulevard Corridor Specific Plan.

EL SOBRANTE VALLEY

1. Support the East Bay Municipal Utility District's Land Use Plan which includes plans for recreation, watershed protection, and nature study on its lands.
2. Work with the County to provide an adequate level of library facilities and services for the El Sobrante area.
3. Continue to collaborate with the County, School District, and El Sobrante community residents on efforts to finance and construct the proposed El Sobrante Community Center and Swim Facility.
4. Require new residential developments in El Sobrante to provide dedicated public park land in all cases where feasible. Accept in-lieu fees for park land only in those cases where it is not feasible to provide dedicated park land on the site, or where the City decides it is in its best interest to require fees rather than land dedication.
5. Continue to provide an El Sobrante Valley fire station and police office facility.
6. Cooperate with the County on efforts to upgrade the community's storm drainage system to eliminate problems caused by local inundation, ponding and sheet overflow during storms.

HILLTOP

1. Establish open space reserves and segments of a hike and bike trail system at the Hilltop Regional Shopping Center.
2. Provide, when feasible, a district recreation center facility to serve the Hilltop area.

CENTRAL/EAST RICHMOND

1. Provide, when feasible, a district recreation center facility to serve the Central/East Richmond area. Continue to consider conversion of the existing YWCA facility to a city operated district center serving Central/East Richmond, if it becomes available.

IMPLEMENTATION PROGRAMS

RECREATION AND PARK FACILITIES

GOAL CF-A: **Meet the present and future recreation acreage needs of the community.**

Existing and proposed programs and actions designed to meet the policies of Goal CF-A include the following:

1. City will accept in lieu fees for park land only in those cases where: (1) the City decides that it is in its best interest to require fees rather than land dedication, or (2) it is not feasible for the developer to provide dedicated public park land. To the extent feasible, developers will be required to have park facilities in place prior to occupancy of the residential units.
2. City will continue to: (1) explore opportunities for adding "infill" park acreage in built-up neighborhoods and in redevelopment areas and (2) establish shared use of facilities with the School District and with other jurisdictions where appropriate.
3. City will continue to participate in the City of Richmond/East Bay Regional Park District (EBRPD) Liaison Committee to coordinate City and Park District projects, particularly the implementation of the Regional Shoreline Trail Project.
4. City will continue to conduct a planning study of the Central Richmond Greenway, a proposed trail and community recreation corridor along the former Santa Fe rail line north of Ohio Avenue; and to investigate funding sources for implementation.
5. City will include in its checklist and review procedure for new development proposals, at an early stage in the project review process, an analysis of (a) park and recreation facility needs and (b) park site or facility requirements to be attached to the development.
6. The City's Recreation and Parks Commission will review annually the inventory of City park and recreation facilities; the ratio of park acres to population and the progress toward achieving and maintaining this and other City standards; any significant current issues relating to facilities or parks planning; and will make an Annual Report to the City Council.

GOAL CF-B: Improve the quality of life for residents and workers in Richmond by providing facilities to meet their active and passive recreation needs.

Existing and proposed programs and actions designed to meet the policies of Goal CF-B include the following:

1. City will continue to implement ongoing community service recreation programs in the City's community facilities, including parent/child enrichment, youth, teen, adult, and senior activities programs.
2. City will continue to investigate funding sources to develop a North Richmond Park on the City-owned parcel adjacent to Verde School and Wildcat Creek.
3. City will continue to include the following projects in the City's Capital Improvement Program as well as identify on an on-going basis additional projects that may be needed.
 - a. Renovation and expansion of the John F. Kennedy Swim Center.
 - b. Development of the proposed El Sobrante Swim Center.
 - c. Phased development of the City-owned Hilltop Lake site to meet park needs as buildout occurs at Hilltop.
 - d. Construction of the West Half of Peninsula (Marina Bay area) public access improvements including shoreline protection, South Shoreline Trail and Esplanade, and six-acre Peninsula Park.
 - e. Develop additional City park acreage and recreation center space in the El Sobrante Development Area.
 - f. Develop additional City park acreage and recreation center space in the Point Pinole/Hilltop Development Area.
4. City will collaborate with East Bay Regional Park District on ongoing joint efforts to develop environmental study and nature interpretative areas where feasible, for example at Alvarado Park (Wildcat Canyon), along the North Richmond Shoreline, and in other shoreline areas.
5. City will research and apply for grants, as well as developer contributions, for the development of the Public Access Corridor proposed in the North Richmond Shoreline Specific Plan.

6. City will implement the development standards outlined in the North Richmond Shoreline Specific Plan to ensure that impacts are minimized between new commercial and industrial developments and conservation/recreational corridors.

GOAL CF-C: Ensure that all areas of the community are adequately served by recreation and park facilities.

Existing and proposed programs and actions designed to meet the policies of Goal CF-C include the following:

1. City will prepare a Park Master Plan.
2. City will continue to include the following projects in the City's Capital Improvement Program (CIP) as well as identify on an on-going basis additional projects that may be needed.
 - a. Development of a Southside Community Park by consolidating, expanding and renovating the existing playlot at 6th and Virginia, and by closing/selling nearby playlots.
 - b. Renovation of Eastshore Park including repair of creek bed, play areas, softball fields, and other improvements.
 - c. Implementation of maintenance and replacement projects for regulatory and code compliance throughout existing City park sites. Also, construct new out buildings in City parks which provide restrooms, drinking fountains, program planning and storage space at each site.
 - d. Renovation of Nicholl Park including three new regulation size softball/baseball fields, the Memorial Youth Center building, upgraded events support equipment, and new play areas.
 - e. Rehabilitation and improvement of the City's community and recreation centers.
 - f. Upgrade of the municipal marina facilities including dry boat storage, dredging of the Ford Channel, re-keying of docks and restrooms, and replacing the Marina security vessel.
 - g. Rehabilitation of the Richmond Plunge aquatic facility.

3. City will continue to provide recreation center services and hours consistent with the individual needs of the area served particularly for evenings and weekends.
4. City will continue to collaborate with the County through the North Richmond COMET Planning Group on joint efforts to provide needed recreation and park facilities, public infrastructure, and other community facilities and services.

GOAL CF-D: Meet the community's recreation and park needs through a capital improvement program that is within the financial ability of the city.

Existing and proposed programs and actions designed to meet the policies of Goal CF-D include the following:

1. City will continue to implement the City's Capital Improvement Program and to identify on an ongoing basis additional recreation and park facility projects that may be needed.
2. City will continue to implement and periodically update the Public Facilities Fees which require new development to contribute funds for public facilities including park and recreation center facilities.

PUBLIC SAFETY FACILITIES

GOAL CF-E: Minimize the risks to people, property and the environment due to fire hazards and the use and storage of hazardous materials.

Existing and proposed programs and actions designed to meet the policies of Goal CF-E include the following:

1. City will continue to obtain needed fire prevention facilities and capital equipment as identified and updated annually in the City Capital Improvement Program.

2. City will continue to implement and periodically update the Public Facilities Fees which require new development to contribute funds for public facilities including fire prevention facilities and equipment.
3. City will work to establish an agreement among West County fire agencies to jointly purchase and maintain specialized equipment.

GOAL CF-F: Provide a high level of security and safety to the maximum extent possible through the prevention or reduction of crime to persons and property.

Existing and proposed programs and actions designed to meet the policies of Goal CF-F include the following:

1. City will continue to implement and periodically update the Public Facilities Fees which require new development to contribute funds for public facilities including police capital equipment and facilities.
2. City will continue to obtain needed police and public safety capital equipment as identified and updated annually in the City Capital Improvement Program.

GOAL CF-G: Provide an efficient, coordinated response to emergencies and natural or technological disasters.

Existing and proposed programs and actions designed to meet the policies of Goal CF-G include the following:

1. City will continue to operate, equip, and upgrade the permanent City of Richmond Emergency Operations Center and an alternate center, to coordinate emergency and disaster operations.

PUBLIC INFRASTRUCTURE FACILITIES

GOAL CF-H: Provide and maintain a level of public infrastructure facilities that adequately serves the present and future needs of the community.

Existing and proposed programs and actions designed to meet the policies of Goal CF-H include the following:

1. City will implement the Growth Management Element and Program so as to ensure that any new development shall be approved only if the infrastructure performance standards contained in the Growth Management Element are met.
2. City will continue to conduct environmental impact assessments, and to require EIRs where necessary, for all substantial new developments proposed in Richmond. The City will notify, and include in the environmental assessment process, applicable local and regional agencies providing public infrastructure facilities such as EBMUD, Richmond Municipal Sewer District and other Sanitary Districts, County Flood Control District, Army Corps of Engineers, Pacific Gas & Electric Company, other utilities, Contra Costa County, and adjacent cities.
3. City will continue to practice water conservation and achieve water use savings in management of parks and requirements for landscape design development.
4. City will implement wastewater capital improvement projects as outlined in current City CIP. Projects include storm/sanitary sewer rehabilitation program; storm water management program; wastewater pollution control plant program master planning; 5-year equipment replacement program; replace maintenance equipment; wastewater pollution control plant landscaping improvements; contribution for frontage for Cutting/Canal Assessment District; and regulatory consulting services.
5. City will implement a storm water management (storm water pollution control) program intended to prevent any increases in pollutants in storm water discharges from the City's storm water system to waterways of the City and into San Francisco Bay.
6. City will implement its solid waste source reduction, recycling, and resource recovery program; implement the recycling awareness campaign; implement the City's adopted Recycled Product Procurement Policy; consider incentives to encourage backyard composting and source reduction; promote and support the Richmond Sanitary Service citywide curbside

recycling service; and continue efforts to provide for the most economical future solid waste disposal.

7. City will continue its efforts toward more efficient use of energy (energy conservation). These include: replacing older street lights with high efficiency lamps; retrofitting all lighting in City public buildings to high efficiency lamps; selectively turning off supply and exhaust fans; and pursuing a major conservation effort to reduce City's usage of gas, electricity, and water. City will also adopt an energy conservation policy that encourages the use of alternate forms of energy and reviews proposed projects for the potential conservation of non-renewable sources of energy.
8. City will continue to operate the City CABLE television channel and expand the use of City CABLE for community oriented uses including community "bulletin board," educational and local cultural programming, public participation in local government, and emergency response services.
9. City will install a joint utility trench system, and new utility mains and extensions, in new street construction or street improvement projects wherever feasible.
10. City will work to underground utilities along major thoroughfares and arterials wherever feasible.
11. City will implement major capital improvement projects relating to City administrative and operational facilities and equipment as outlined in the CIP. These include:
 - a. Replace and improve City's telecommunications system (radio communications).
 - b. Develop new consolidated Facilities Maintenance Center providing corporation yard, shops, offices, and support facilities for City Public Works Department.
 - c. Richmond Auditorium improvements.
 - d. Richmond Public Library Main Branch expansion and renovation (listed also under Human Services Facilities, below).
 - e. Hilltop Regional Shopping Center parking areas rehabilitation.
 - f. New Council Chambers and Emergency Operations Center, new CATV facilities, cafeteria, and meeting rooms, all in a new building in the Civic Center Complex.

12. City will implement ongoing regulatory, code compliance, maintenance and replacement projects relating to City administrative and operational facilities and equipment as outlined in the CIP. These include:
 - a. Asbestos abatement.
 - b. Underground fuel tanks rehabilitation.
 - c. City facilities roof replacement.
 - d. Seismic upgrades of city facilities.
 - e. Americans With Disabilities Act (ADA) compliance improvements.
 - f. Civic Center Heating Ventilation Air Conditioning (HVAC) improvements.
 - g. Telephone system upgrade.
 - h. Upgrading and maintenance of Civic Center elevators, sewage system, sidewalks, and parking lots.
 13. City will require developers to submit plans showing how their projects would tie into a sanitary service system.
-

HUMAN SERVICES FACILITIES

GOAL CF-I: Provide an adequate level of facilities for human services (such as child care, medical and social services, libraries, and senior centers).

Existing and proposed programs and actions designed to meet the policies of Goal CF-I include the following:

1. City will establish a Richmond Child Care Commission, charged with (a) working to enhance the availability, affordability, and quality of child care services in Richmond; and (b) implementing the recommendations of the City's 1991 report on child care, Our Children Our Future, to the extent feasible.
2. City will encourage and recognize model employers in Richmond who provide child care services.
3. City will review the design of new community center facilities to ensure they are flexible enough to meet State child care licensing requirements for possible use as child care facilities; and will analyze existing community centers regarding feasibility of incorporating child care facilities.

4. City will renovate and expand the Richmond Public Library and install a new Library Online Automated System.
5. City will work with the County on efforts to provide an adequate level of library facilities and services for the North Richmond and El Sobrante areas, which are joint City-County areas.
6. City will continue its involvement in local health care and hospital issues. City efforts shall be directed at various health and medical facility issues which may include: AIDS education and prevention; promoting community drug awareness; monitoring the siting of the County's methadone clinic; considering legislation to put stricter bans on smoking; and exploring the feasibility of establishing a centralized community social service center area that could include drug counseling. The City shall also continue to monitor issues related to retaining an adequate level of local hospital facilities and services for residents.

GOAL CF-J: Support the School District and other educational providers in providing high quality educational opportunities for all segments of the population.

Existing and proposed programs and actions designed to meet the policies of Goal CF-J include the following:

1. City will continue to support the local school system and strengthen the relationship between the City and the School District.
2. City will continue, to the extent feasible, various City efforts to assist the District during its financial crisis, such as the joint maintenance and operations program; fee waivers and provision of meeting rooms at no charge; lobbying support for education program funding; increased programming for youths in parks and community centers; and similar actions.
3. In the case of new residential developments having significant potential impact on school district facilities, City will take steps to ensure that developers in each case coordinate and work closely with the School District on mitigating the project impacts.

4. City will continue to refer applicants of new building developments to the Richmond Unified School District in order to pay the District's required development impact fees prior to Building Permit issuance for individual projects, as needed, to maintain school performance standards.

ARTS AND CULTURAL FACILITIES

GOAL CF-K: Provide community facilities for the arts and culture.

Existing and proposed programs and actions designed to meet the policies of Goal CF-K include the following:

1. City will continue its support of several local arts and cultural facilities such as: Richmond Memorial Convention Center; Richmond Public Library; Richmond Art Center; Richmond Museum; and East Bay Center for the Performing Arts. The City's support consists of either funding, staffing, programming, other, or a combination, depending on the individual facility.
2. When financial resources permit, City will repair the Ford Assembly Plant Building, a historical and architecturally significant building, to bring it back to a seismically resistant shell for future development and use.
3. City will implement the Zoning Ordinance provision allowing Live/Work spaces for artists, craftspersons, custom manufacturers and similar creative endeavors in commercial and industrial areas, assuming this provision is adopted by the City Council.

GOAL CF-L: Provide a favorable environment for a flourishing arts community and promote the full range of artistic and cultural activities.

Existing and proposed programs and actions designed to meet the policies of Goal CF-L include the following:

1. City will consider adoption of an Arts in Public Places Resolution or Ordinance requiring new private building developments to pay a fee for public access art on site, or to construct on-site art.

2. The Richmond Arts and Culture Commission, with City staff and funding assistance, will continue specific efforts to promote local arts and culture and to expand public artworks, such as the outdoor murals project along major City arterials which the Commission initiated in 1989.

GOAL CF-M: Support the use of arts and culture as an important element in local educational opportunities.

Existing and proposed programs and actions designed to meet the policies of Goal CF-M include the following:

1. City will continue its support of local annual festivals, celebrations, and events such as Festival By the Bay, Juneteenth, Cinco De Mayo, and the Farmer's Market.

ECONOMIC DEVELOPMENT ELEMENT

Legal Requirement

The California Government Code, Section 65303, provides that "The general plan may include any other elements or address any other subjects which, in the judgment of the legislative body, relate to the physical development of the county or city."

The Economic Development Element is not a State required element. It provides a statement of the goals and policies of the City of Richmond relating to economic development. It serves as a source of information and a statement of public policy to aid the citizens, business and industrial firms, the Planning Commission, other agencies, and the city staff in making recommendations or proposals on various matters relating to the economic development of the city. Furthermore, it provides a framework to assist the City Council to develop and adopt policies on actions affecting the City's economy.

The Economic Development Element includes the goals, policies, guidelines and implementation programs contained herein, and the background material presented in the Technical Appendix.

GOALS AND POLICIES

GOALS¹

Employment

- ED-A Maintain and increase the number of new permanent private sector jobs available to city residents; encourage new jobs with increased pay scales; alleviate unemployment and underemployment of residents. (Similar to Land Use Element Goals LU-N and LU-P) (III)

¹Roman numeral in parenthesis () at the end of each goal refers to related General Goal listed in the Introduction on page I-2.

Investment and Management

- ED-B Increase the City's ability to provide needed services and facilities through an enlarged revenue base. In order to achieve this enlargement, increase and accelerate new development and private investment in Richmond; maintain existing investment values; and encourage intensified economic activity within the city. (III)

General Business Climate

- ED-C Improve the general business climate in the City by citywide beautification, providing easy access to and throughout the city, enhancing blighted and under-developed areas, structures and lands, and by pursuing other activities which will stimulate new business investment in the City. (III)
- ED-D Diversify the City's economic base. (III)

Commercial Development

- ED-E Retain and encourage expansion of existing commercial development. (III)
- ED-F Increase and accelerate new commercial development in Richmond. (III)

Industrial Development

- ED-G Retain and encourage upgrading and expansion of existing industrial development. (III)
- ED-H Increase and accelerate new industrial development in Richmond. (III)

Housing Development

- ED-I Make available a wide range of housing types and residential densities to meet the needs of all age groups, income levels, and household sizes within the city's population. (Same as Housing Element Goal HG-B) (III)

Development of Major Arterials

ED-J Ensure that economic development of Richmond is supported in key areas by an appropriate network of freeways and major arterials, to provide ease of access and circulation for employers, employees and patrons from throughout the Bay Area. (III)

POLICIES

Employment

- ED-A.1 Promote commercial and industrial development to create and maintain the maximum job opportunities for area residents. (See related policies in Land Use Element, Policies LU-N.1 and LU-P.1)
- ED-A.2 Revitalize the City Center and other areas, thereby generating short-term jobs in construction and long-term jobs in the new establishments.
- ED-A.3 Expedite development of designated shoreline sites to generate additional jobs in construction and permanent employment.
- ED-A.4 Promote equal opportunity and affirmative action programs for jobs and income production for City residents. Encourage business firms, developers and contractors to meet the City's Affirmative Action Plan goals and objectives and provide them with supportive programs and services.
- ED-A.5 Achieve the participation of Richmond residents in entrepreneurial and small business opportunities generated by new development.
- ED-A.6 Expand and improve the various job training programs, to enable Richmond residents to hold meaningful and well paying jobs.
- ED-A.7 Gear job training programs to growth sector industries such as services, retail trade, finance/insurance/real-estate, and high-tech industry, research and development.
- ED-A.8 Enhance Richmond's employment base by reducing the out-migration of Richmond's work force through providing professional-level employment opportunities, and creating employment opportunities for blue-collar workers impacted by plant closures.

Investment and Management

- ED-B.1 Use City economic development resources equally to (a) retain existing enterprises and assist them to expand and (b) attract to the area new enterprises in the service, retail, finance/ insurance/ real estate, and high-tech industry sectors focusing on small to medium size establishments (15-50 employees).
- ED-B.2 Emphasize efforts to attract commercial firms and activities which will, among other characteristics, enhance the City's revenue base (such as activities generating large sales tax volumes).
- ED-B.3 Promote and facilitate funding and the construction of the Richmond Parkway to open the northwesterly area of the City to more intense economic activity, thus also adding to the City's tax base and revenues.
- ED-B.4 Direct Port of Richmond activities so as to generate additional port revenues.
- ED-B.5 Continue to explore ways of modernizing and renovating the port and marine terminal facilities. (Same as Land Use Element Policy LU-O.8)
- ED-B.6 Actively encourage shipping firms to utilize local marine terminals as a starting point or destination for overland shipment of goods. (Same as Land Use Element Policy LU-O.9)
- ED-B.7 Reserve certain segments of the shoreline having access to navigable water for marine terminals and closely associated uses. (Same as Land Use Element Policy LU-O.10)
- ED-B.8 Enact developer fees in all areas where new development puts additional demand on public facilities, so that new development and its occupants will pay their own way.
- ED-B.9 Capitalize on the locational advantages of Richmond, including its proximity to freeways and transit facilities; easy access to a large portion of the Bay Area including the University of California at Berkeley and other area universities; its shoreline and deep water port terminals; rail facilities; and scenic views.

- ED-B.10 Require the creation of a port and water-related industry zoning district, which encompasses the area surrounding the Santa Fe/Harbor Channels which should protect, preserve and enhance the District for marine terminals and water-related industry. (Same as Land Use Element Policy LU-O.11)

General Business Climate

- ED-C.1 Undertake a concerted beautification campaign to improve all the gateways to Richmond. (Same as Land Use Element Policy LU-D.3)
- ED-C.2 Promote the character of Richmond as a city which accommodates a broad variety of occupations and family incomes, ethnic diversity, diverse lifestyles and housing accommodations, a broad range of commercial services, many recreation opportunities, and a wide range of industrial and other job opportunities.
- ED-C.3 Promote Richmond as a destination point for non-residents by building on the City's unique shoreline and waterfront assets, scenic features, and historical and cultural resources.
- ED-C.4 Work cooperatively with local business and industrial associations to improve the general business climate, and to stimulate new business investment.
- ED-C.5 Seek to attract business firms to Richmond that will have a "multiplier effect," i.e. that will generate the growth of other ancillary businesses.
- ED-C.6 Promote Richmond's Enterprise Zone program through aggressive marketing and outreach to strengthen the City's business climate, attract new firms, and increase job opportunities for residents.
-
- ED-D.1 Diversify the City's commercial sector by efforts to attract and assist medium sized firms (15-50 employees) in the recognized commercial growth sectors including retail trade, services, and finance/insurance/real estate.

- ED-D.2 Diversify the City's industrial base by efforts to attract and assist medium sized (15-50 employees) industrial establishments in the recognized growth sectors of high-tech industry, biotechnology, and research and development.

Commercial Development

- ED-E.1 Revitalize existing commercial activity areas through commercial and residential rehabilitation and by encouraging new development. (Same as Land Use Element Policy LU-M.1)
-

- ED-F.1 Promote vital commercial areas and an adequate level of commercial establishments appropriately located and attractively designed, to serve Richmond residents and capture the maximum portion of the local and regional market.

- ED-F.2 Give priority to the completion and new construction of major traffic arterials and promote alternative transportation modes which will serve new commercial development areas.

- ED-F.3 Make best use of shoreline areas designated for commercial development to improve the local economy, to the extent compatible with the city's open space, conservation, and community facilities policies.

Industrial Development

- ED-G.1 Use City economic development resources to retain existing industrial enterprises and to assist them to flourish and expand.
-

- ED-H.1 Encourage and expedite the development of lands designated in the Land Use Element for industry, while recognizing the need for buffering adjacent commercial and residential uses.

- ED-H.2 Encourage the conversion of underutilized industrial areas to more intensive uses.

- ED-H.3 Create attractive new and redeveloped industrial areas.

- ED-H.4 Promote the development of a new local recycling industry to reduce solid waste, produce recycled products, and create jobs.

Housing Development

- ED-I.1 Promote a balance of housing types, tenures, densities, and price ranges. (Same as Housing Element Policy HG-B.1)
- ED-I.2 Revitalize the City's central residential areas through rehabilitation and infill development in order to increase the available housing stock in close proximity to places of work and transportation facilities.

Development of Major Arterials

- ED-J.1 Give high priority to the construction and enhancement of major arterials to support the development of nearby lands.
- ED-J.2 Promote the funding and construction of the Richmond Parkway as a high priority, to provide better access to adjoining industrial areas which are now vacant or underdeveloped.

AREA SPECIFIC GUIDELINES

Included below are guidelines relating to economic development that apply to certain specific areas of Richmond. See Land Use Element for maps showing the boundaries of these areas.

For additional area specific guidelines relating to **commercial development** and **industrial development**, refer to the "Area Specific Guidelines" section of the Land Use Element.

For area specific guidelines related to **affordable housing development, housing conservation, and rehabilitation**, refer to the Housing Element.

For area specific guidelines related to **development of major arterials**, refer to the Circulation Element.

SHORELINE AREAS

North Shoreline

See North Richmond Shoreline Specific Plan.

1. Encourage fuller utilization of the planning area for a range of land uses with emphasis given to employment-generating and recreational uses.

CITY CENTER

See City Center Specific Plan.

IRON TRIANGLE

1. Revitalize and enhance the City Center and surrounding housing, community and commercial facilities as an integrated urban core.
2. Create a vigorous and lively commercial core.
3. Increase employment opportunities within the City Center for office, professional, retail and service work with special attention to job opportunities for local residents and members of minority groups.
4. Attract a variety of new non-residential uses which will provide a wider range of services and jobs for residents.

5. Seek new non-industrial uses which will (a) enrich the cultural, educational and recreational life in the urban core or (b) provide new business or commercial services.
6. Locate new office uses within the Redevelopment Area or near the BART station.
7. Locate small neighborhood shopping centers throughout the area for the convenience of the residents. Eliminate or rehab strips of run-down and vacant commercial structures which have outlived their usefulness.
8. Redevelop the commercial core as a compact unit with clearly defined boundaries, to help intensify activity and make a more attractive center of business functions.
9. Eliminate vacant land and industrial uses unrelated to core activities which adversely affect the attractiveness of the area.
10. Allow for residential, commercial and industrial development within the area bounded by Garrard Boulevard, 2nd Street and Macdonald Avenue with appropriate controls to minimize land use conflicts and to ensure that new development enhances the surrounding area.

KNOX FREEWAY/CUTTING BOULEVARD CORRIDOR

See Knox Freeway/Cutting Boulevard Corridor Specific Plan.

IMPLEMENTATION PROGRAMS

The programs listed below for implementing the goals and policies of the Economic Development Element represent the entire content of the Economic Development Strategy as adopted by the Richmond City Council on May 23, 1994. The format of the Strategy has been revised in minor ways in order to accommodate the General Plan format, and the Strategy "findings" have been deleted. The strategies are grouped under major categories or "Objectives". The related goals from the Economic Development Element are listed at the end of each Objective.

Objective A. Attract and recruit commercial firms and development activities that strengthen, balance and diversify the economy of Richmond. (Economic Development Element Goals ED-D and ED-F.)

Strategies:

1. Inventory and target appropriate firms using standard industrial codes (SIC) to create a "target list" of high growth, medium to large size (10-50+ employees,) regional companies.
2. Use the City's Enterprise Zone tax credit incentives as part of the potential benefits package to approach "target list" companies in relocating to Richmond.
3. Use the potential incentives provided by the state Recycling Market Development Zone designation, to attract desirable new firms in the growing recycling industry to Richmond.
4. Form a "New Business Resource Group," consisting of active real estate brokers, school representatives, city commercial property owners and new arrival firms to serve as a resource to assist the Economic Development staff in attraction efforts.
5. Establish an ongoing forum which promotes a collaborative dialogue among the various city groups/agencies concerned about economic development.
6. Identify no more than three growth sector "niche" markets such as biotechnology, environmental technologies and software development on which to focus staff resources and efforts.
7. Pursue development of a commercial district to support Richmond Marina Bay.

8. Prepare the community and City of Richmond for "fiber optic readiness" to insure interactive access to Information Highway for competitive edge business communication and improved access to information for the community and local schools.

Objective B. Retain a diverse mix of growth-oriented business in Richmond. (Economic Development Element Goals ED-E and ED-G.)

Strategies:

1. Encourage Department Heads as well as City employees to join Richmond area service organizations as active members.
2. Develop a list of the top 20 tax generators (sales plus property taxes) and have senior city officials meet with them periodically on an annual basis.
3. Develop a list of the largest 20 employers and have senior city officials meet with them periodically on an annual basis.
4. Have appropriate city officials meet periodically with small businesses to assess their needs and concerns.
5. Continue to promote and assist Richmond Enterprise Zone businesses to utilize the tax credit incentives available from the California Franchise Tax Board under the Enterprise Zone program.
6. Develop infrastructure of technical advisory services, resources and funding mechanisms to support new, small and minority enterprises towards strengthening small business entrepreneurship and community self-sufficiency.

Objective C. Foster a favorable customer service climate in Richmond City Hall. (Economic Development Element Goal ED-C.)

Strategies:

1. Develop customer-responsiveness on all levels throughout City Hall from senior management to front-line counter staff.
2. Provide appropriate customer training for all city staff.

3. Provide additional support training for staff having continual difficulty dealing with the public or customer-caused stress.
4. Maintain a primary contact within city staff for new business prospects and identify staff members to resolve "key issues" affecting businesses.
5. Review duplicative and unnecessary paperwork and processes to streamline the permitting process.

Objective D. Continue to revitalize the City Center Area.
(Economic Development Element Goals ED-E and ED-I.)

Strategies:

1. Ensure that the City Center and adjacent neighborhoods are secure for residents, business operators, employees, and shoppers by providing adequate lighting and police patrols.
2. Work with downtown merchants and business owners to remove obsolete signs and to facilitate and promote the creation of more visible signage and better window displays that are both pedestrian and vehicle-oriented.
3. Develop a City Center plan for promoting the opportunities in the area to both businesses and customers.
4. Collaborate with BART, AMTRAK and CALTRANS to master plan the BART site with design options that maximize its potential. Be prepared to maintain its asset value by not selling this site before its time.
5. Upgrade the level of appearance, security, maintenance and utilization of the Richmond BART Station; insure that the City Center Station remains on the "mainline" of any future BART extension plan.
6. Encourage the development of new housing for all income levels in the city center area to maximize the population density of downtown and stimulate new and existing neighborhood commercial activities in the City Center and adjacent areas.
7. Encourage and develop a program to increase private lending and investment in the downtown city center by banks and other financial institutions using such mechanisms as Community Reinvestment Act (CRA), public-private financing partnerships, and small business technical assistance and management training support programs.

8. Consider use of a non-profit development corporation to develop a program of economic incentives to motivate property owners and businesses to make investment in physical improvements.

Objective E. Work with the University of California at Berkeley (UCB) to convert the "Richmond Research Center" into a major regional science, technology transfer, and research center. (Economic Development Element Goal ED-H.)

Strategies:

1. Explore the suitability of the Richmond Research Center for such large public projects as the consolidation of the California Department of Health Services laboratory facilities or relocation of the UCSF Research Center.
2. Work with University of California at Berkeley and legislators to identify the site for programs that encourage public and private investment in "technology transfer" opportunities related to the sciences (particularly, the bio-sciences).

Objective F. Integrate the older, core areas of the city with new opportunities in the emerging "new beltway" encircling the city (consisting of three major transportation corridors: Interstate 80, Interstate 580/Knox Freeway, and the Richmond Parkway). (Economic Development Element Goals ED-C and ED-J.)

Strategies:

1. Focus city programs and resources on improving and maintaining the 23rd Street corridor from the South Shoreline Area to the City Center.
2. Expand the housing rehab program along 23rd Street as a high visibility neighborhood corridor that connects the center of the City with the completed I-580/Knox Freeway and establish a "paint up, clean up, fix up" program for residential and commercial properties that includes vacant lots.

3. If Strategies 1 and 2 succeed in providing easy and friendly economic communication between the exterior and interior of the ring, use this example as a model for the additional targeted, linking corridors: Harbour Way, Marina Way, Macdonald Avenue.

Objective G. Select target zones for property upgrading to attract commercial activity and enhance marketability. (Economic Development Element Goals ED-C and ED-E.)

Strategies:

1. Identify resources to develop a program for providing matching funds (or similar financial incentives) for exterior building and other privately-undertaken improvements.
2. Use the "Richmond YouthWORKS" program to coordinate community service programs to perform improvements (i.e., beautification, graffiti and litter removal) in the targeted zones.
3. Work with merchants and business owners to remove out-dated signage, to promote a more visible signage program.

Objective H. Develop a Public Relations Program for the City of Richmond. (Economic Development Element Goal ED-C.)

Strategies:

1. Maintain the momentum generated by the significant 1992 economic development marketing effort; continue to publicize new and past accomplishments throughout the Bay Area.
2. Update the city's economic development marketing materials at least every two years to keep data current.
3. Prepare for a Broker Bus Tour in the latter half of 1994 to showcase the Richmond Parkway and the City's economic development successes.
4. Designate appropriate city staff to participate in professional organizations and trade associations such as the National Association of Commercial Real Estate Executives (NACORE), Industrial Development Research Council (IDRC), National Association of Industrial and Office Parks (NAIOP),

California Association for Local Economic Development (CALED),
and the Urban Land Institute (ULI).

Objective I. Provide employers with easy access to a skilled, educated, and well-trained resident workforce.
(Economic Development Element Goal ED-A.)

Strategies:

1. Leverage and maximize local employment opportunities by using Enterprise Zone and Market Development Recycling Zone incentives to attract and recruit firms with entry-level and career ladder employment opportunities.
2. Support a coordinated school to work transition program for the non-college bound, utilizing a collaborative education/training/employment system between local Richmond Private Industry Council, BOOST, County Regional Occupational Program (ROP), Contra Costa College, West Contra Costa Unified School District, and business and industries in the area.
3. Vigorously support the RichmondWORKS program for easy, "business friendly" access to trained and qualified local workers. Supplement this with selective, voluntary "first source agreements" where appropriate.
4. Encourage Richmond Enterprise Zone businesses to utilize their substantial, available hiring tax credits by hiring qualified Richmond residents through RichmondWORKS.

Objective J. Maximize commercial utilization of the Port of Richmond. (Economic Development Element Goal ED-B.)

Strategies:

1. Develop a long-term strategic plan for the Port of Richmond.
2. Review the possibilities of re-financing the Port of Richmond's debt, thereby making monies available for modernization and deferred maintenance.
3. Aggressively pursue the dredging of the channel and harbor to maintain the competitiveness of the Port of Richmond.

GROWTH MANAGEMENT ELEMENT

Legal Requirement

The California Government Code, Section 65303 states:

"The general plan may include any other elements or address any other subjects which, in the judgement of legislative body, relate to the physical development of the county or city."

The Growth Management Element is not a State required element.

In November 1988, the voters of Contra Costa County approved Measure 'C' (Transportation). That action established a .5% sales tax County-wide. Measure 'C' requires that revenues from that tax be dedicated to transportation projects in Contra Costa County.

As adopted, Measure 'C' provides funding for three general categories of transportation projects:

- (1) Specific projects identified in Measure 'C';
- (2) Paratransit programs; and
- (3) Transportation projects funded by return-to-source funds.

Return-to-source funds are revenues derived from the additional sales tax which are distributed to participating general purpose governments in Contra Costa County. The system of distribution is based on a formula which includes the jurisdiction's population and the miles of streets and highways within the jurisdiction.

Measure 'C' requires that in order to receive return-to-source funds, participating jurisdictions must prepare a Growth Management Element. This Element satisfies that requirement for the City of Richmond and is consistent with the standards established by Measure 'C' and the Contra Costa Transportation Authority (CCTA) for Growth Management Elements. The Element includes the goals, policies, text, and implementation programs contained herein, and the background material in the Technical Appendix.

As required by Measure 'C', the Growth Management Element of the Richmond General Plan establishes policies and standards for traffic Levels of Service and performance standards for capital projects related to fire service, police service, parks facilities, sanitary facilities, water service and flood control facilities.

Overall, adoption of this Growth Management Element reflects the City of Richmond's intent to establish a comprehensive, long-range program that will match the demands for public facilities generated by new development with plans, capital improvement programs and development mitigation programs.

GOALS AND POLICIES

GOALS¹

- GM-A Achieve efficient public service delivery by coordinating with affected jurisdictions and agencies concerning public and private developments. (IX)
- GM-B Achieve and maintain a level of service that meets or exceeds the City's adopted performance standards for parks, fire and police facilities, sanitary facilities, water services and flood control. (II)
- GM-C Provide and maintain a level of public infrastructure facilities that adequately serves the present and future needs of the community. (Same as Community Facilities Element Goal CF-H) (II)
- GM-D Serve the existing and future arrangement of land uses with efficient, safe, convenient, and economic transportation systems for the movement of all people and goods. (Same as Circulation Element Goal CIR-A) (IV)
- GM-E Provide a reasonable opportunity for people to live and work within a defined area which generally encompasses the City's sphere of influence (SOI). (VIII)

POLICIES

- GM-A.1 Participate effectively in regional planning, such as transportation planning, through the West Contra Costa Transportation Advisory Committee (WCCTAC).
- GM-A.2 Participate in development and implementation of a regional development mitigation program and Action Plan developed by WCCTAC.
- GM-A.3 Participate in the conflict resolution process established the CCTA as a means of resolving disputes related to Action Plans and other Measure 'C' transportation-related issues.

¹Roman numeral in parenthesis () at the end of each goal refers to related General Goal listed in the Introduction on page I-2.

GM-B.1 Comply with and maintain compliance with performance standards for fire, police, parks, sanitary facilities, water, and flood control established in Richmond's Growth Management Element, and apply the standards to Richmond's development review process. (Measure 'C' Policy Relating To Compliance.)

GM-B.2 Ensure that the new development pays its share of the costs associated with the provision of facilities for fire, police, parks, sanitary facilities, water, and flood control, by attaching project specific mitigation requirements as conditions of approval. (Measure 'C' Policy Relating To Contributions To Improvements.) (See related Policies CF-D.1 and CF-H.18 in Community Facilities Element.)

GM-C.1 Continue to develop, maintain and update, developing area fee structures which require developers to pay costs necessary to mitigate impacts of their developments on the local and regional transportation system. (Same as Circulation Element Policy CIR-B.14.)

GM-C.2 Continue to require transportation-related mitigations attributable to a specific development as identified through required traffic analyses.

GM-C.3 Monitor and review Richmond's performance standards on a periodic basis. (Measure 'C' Policy Relating To Performance Standards Monitoring and Review.)

GM-C.4 Include capital projects, generally showing complete project cost and intended project phasing, in Richmond's annual Five-Year Capital Improvement Program which are necessary to: 1) maintain traffic standards established in Measure 'C'; 2) address the City's responsibilities under the adopted West Contra Costa Action Plan; and 3) maintain standards for fire, police, parks, sanitary facilities, water, and flood control established in Richmond's Growth Management Element. (Measure 'C' Policy Relating To Capital Improvement Program.)

(Comment: Some projects may transcend the five-year period of a particular Capital Improvement Program.)

- GM-D.1 Place a priority on facilitating trips with origins or destinations within the community rather than on efforts to provide improvements for through trips. (Same as Circulation Element, Policy CIR-A.2.)
- GM-D.2 Maintain level of service standards which comply with requirements of County-wide Transportation Measure 'C'. (Same as Circulation Element Policy CIR-D.3.)
- GM-D.3 Maintain level of service standards which comply with the West Contra Costa Transportation Committee's Action Plan standards for regional routes. (Same as Circulation Element Policy CIR-D.4.)
- GM-D.4 Use the Goals and Policies of the Circulation Element as one criterion to develop the City's annual Five Year Capital Improvement Program.
- GM-D.5 Develop and implement transportation demand management (TDM) strategies in cooperation with other WCCTAC jurisdictions and agencies and in the context of financial support from the CCTA as one way of meeting Measure 'C' standards. (Same as Circulation Element Policy CIR-D.9.)
- GM-D.6 Require an analysis of traffic impacts on all regional routes and signalized intersections of basic routes, for all development anticipated to generate over 100 peak-hour vehicle trips.
- GM-D.7 Provide convenient transportation systems for mobility-impaired individuals.
- GM-D.8 Include capital projects in Richmond's Capital Improvement Program which are necessary to maintain and improve traffic operations.
-
- GM-E.1 Strive to maintain a jobs-housing balance within the Planning Area as a method of potentially reducing commute trip lengths.
- GM-E.2 Balance efforts to achieve a jobs/housing balance within the Planning Area with other community-wide objectives.
- GM-E.3 Provide housing opportunities in a variety of structure and tenure types for all economic sectors and compositions of households. (See related policies in the Housing Element.)

GM-E.4 Balance goals and policies of the City's General Plan, especially its Housing and Economic Development Elements, when making decisions about employment generating or housing developments.

IMPLEMENTATION PROGRAMS

The implementation of the goals and policies of the Growth Management Element will be achieved through the application of the following performance standards.

PERFORMANCE STANDARDS

Measure 'C' requires that a jurisdiction's Growth Management Element address:

- (1) Traffic standards established either by Measure 'C' or by the West Contra Costa Action Plan as applicable to Richmond (Measure 'C' Traffic Service Standards and Programs); and
- (2) Performance standards established by individual jurisdictions for fire, police, parks, sanitary facilities, water, and flood control (Measure 'C' Other Performance Standards).

Traffic Service Standards and Programs

Measure 'C' establishes two basic categories of surface routes:

- (1) Routes of Regional Significance (Routes of Regional Significance are indicated on Map GM-1; See Glossary Section at the end of this Volume for definition of routes of regional significance); and
- (2) Basic Routes (see Glossary Section for definition of basic routes).

Generally, three factors affect traffic capacity on any street or highway:

- (1) Local land use;
- (2) Through traffic; and
- (3) Traffic engineering and design.

A computerized traffic model was used to analyze existing and anticipated impact on basic routes. The model integrated transportation demands in the cities of El Cerrito, Hercules, Pinole, Richmond and San Pablo, and the surrounding unincorporated areas.

Routes of Regional Significance are addressed on a regional basis by Action Plans for regional routes. In western Contra Costa County, the Action Plan for regional routes is being developed by the West Contra Costa Transportation Advisory Committee (WCCTAC). Map GM-1 shows the regional route system adopted by WCCTAC.

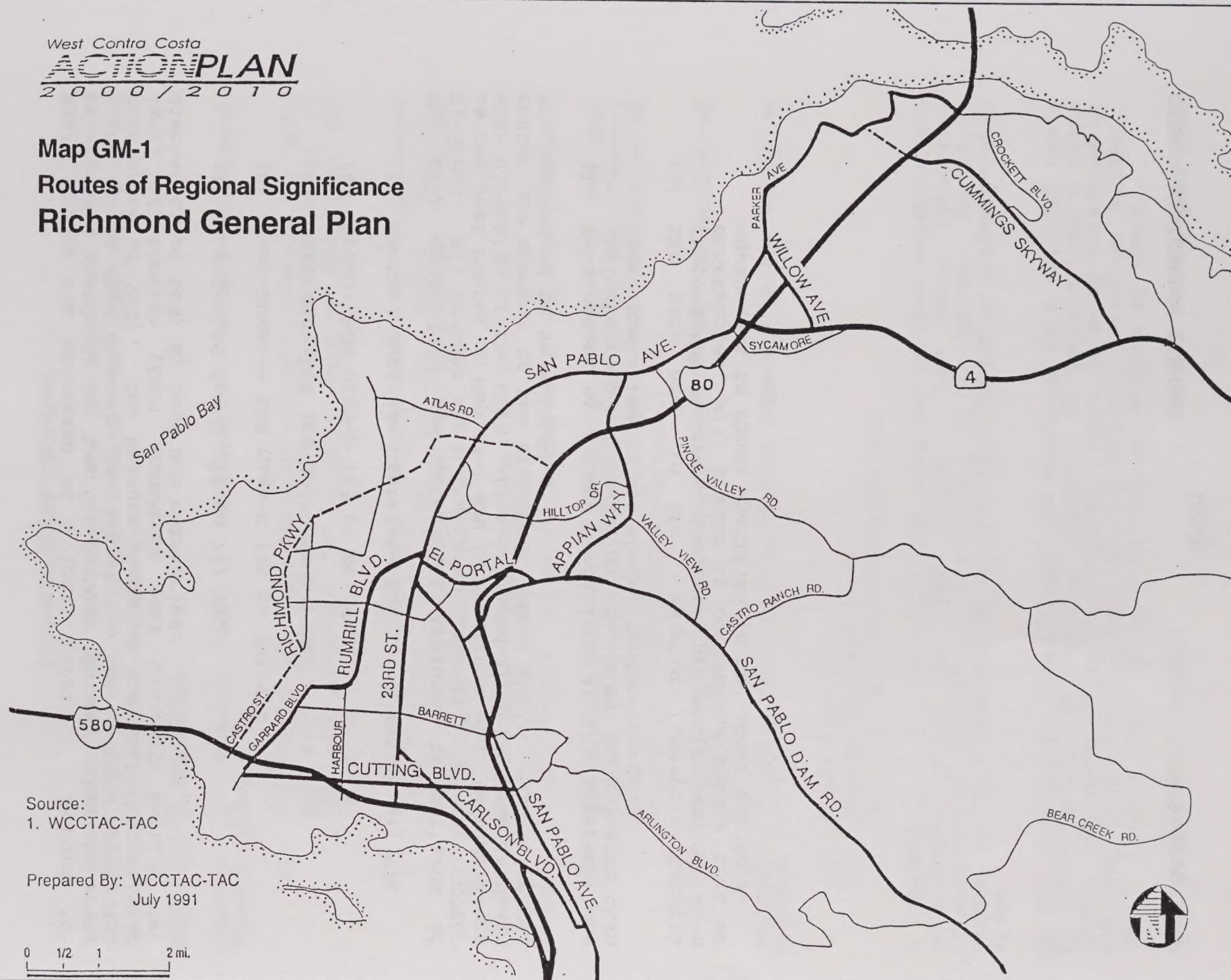
Basic Routes are addressed on a local level. Measure 'C' establishes standards for traffic service through volume/capacity (V/C) ratios (see Glossary Section at the end of this Volume for discussion of V/C). The Measure mandates the following traffic level of service (LOS) standards (see Glossary Section for discussion of LOS) by land use categories:

- (1) Rural--LOS low-C (70 to 74) V/C
- (2) Semi-Rural-- LOS high-C (75 to 79) V/C
- (3) Suburban--LOS low-D (80 to 84) V/C
- (4) Urban--LOS high-D (85 to 89) V/C
- (5) Central Business District--LOS low-E (90 to 94) V/C

Map GM-2 shows land use categories assigned to portions of Richmond. All streets and highways not identified by the WCCTAC as regional routes on Map GM-1 are basic routes and, in accordance with direction of the CCTA, all signalized intersections on basic routes are subject to the standards listed above. LOS standards are considered to be met if:

- (1) Measurement of actual conditions at the intersections indicate that operations are equivalent to or better than those specified in the above standards; or
- (2) The City has, in its adopted five-year Capital Improvement Program, included project(s) which, when constructed, will result in operations better than or equivalent to those specified in the above standard.

Map GM-1
Routes of Regional Significance
Richmond General Plan



Source:
1. WCCTAC-TAC

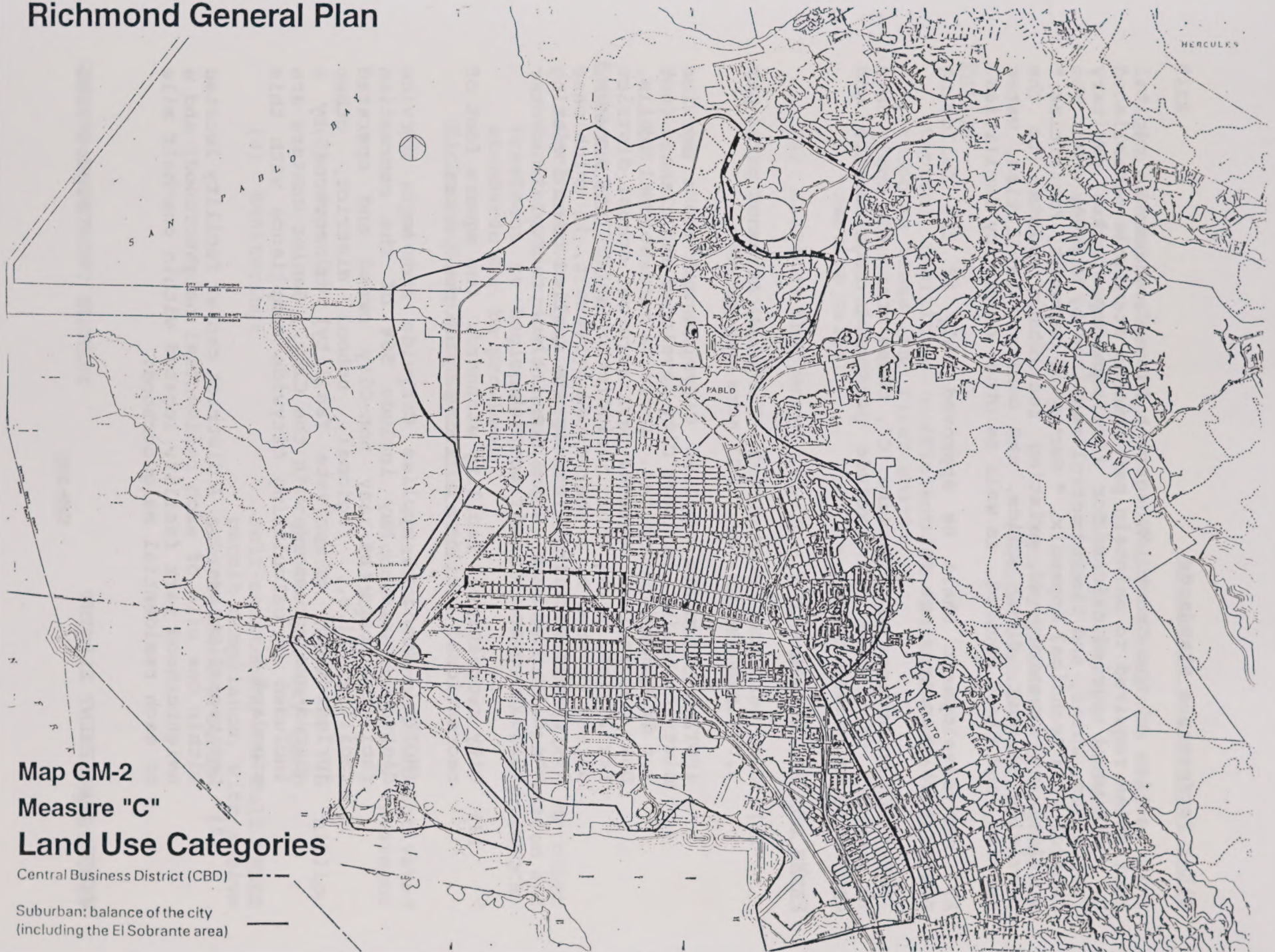
Prepared By: WCCTAC-TAC
July 1991

Richmond General Plan

Map GM-2 Measure "C" Land Use Categories

Central Business District (CBD) — — —

Suburban: balance of the city
(including the El Sobrante area) —



Other Performance Standards

This section of the Growth Management Element addresses capital facilities required to maintain performance standards established by individual jurisdictions for fire, police, parks, sanitary facilities, water, and flood control required by Measure 'C'. The General Plan Technical Appendix, "Survey of Community Facilities," provides an inventory of existing facilities related to the provision of park, fire, police, and sanitary facilities, water service, and flood control, as well as other community facilities.

All new development shall be approved only if the following performance standards are met:

(NOTE: In accordance with Measure 'C', these standards apply only to capital facilities and exclude personnel requirements and operating materials.)

Parks and Recreation

- (1) City park acreage standard: Three (3) acres of parks per 1,000 population, or 0.003 acre per person:

(NOTE: Standard applies Citywide and on a service district basis. Includes City developed and planned (not yet developed) park sites. Includes recreational trails. Does not include regional park acreage, school district facilities, or any other jurisdiction's facility acreage, unless covered by a shared-use agreement, in which case 50% of the facility's acreage is applied toward meeting the City standard. Does not include recreation center building space or golf courses.)

- (2) City recreational facility standard: One square foot of recreational facility building space per person.

(NOTE: Standard applies Citywide and on a service district basis. May include 50% of the recreation facility space of any non-City owned and operated facility (i.e., regional, school district, other jurisdiction, or private facility) if covered by a shared-use agreement with the City. Senior centers are included in calculating Citywide compliance with this standard.)

- (3) Locational Standards: A district center facility located within one mile of each residential neighborhood; and a neighborhood park facility located within one-half mile of each residential neighborhood.

Fire

- (1) First Engine Company: 6 minute response time
- (2) Water Requirements: 1500 gallons per minute
(GPM) minimum
- (3) Access Widths: Turn-arounds and turning radius
(inside must be 34 feet).

Police

Capital facilities sufficient to maintain the following response times (for first unit):

- (1) Life Threatening service calls: 3 - 5 Minutes
- (2) Critical Emergency: 3 - 5 Minutes
- (3) Non-Critical Emergency: 15 - 20 Minutes
- (4) Non-Emergency: 30 - 60 Minutes
- (5) Other: 60 Minutes Plus

Sanitary Facilities

Verification by Richmond Municipal Sewer District, or other Sanitary District if applicable, that adequate collection and treatment to Regional Water Quality Control Board (RWQCB) standards can be provided.

Richmond Municipal Sewer District

- (1) System: Class 4 conventional activated sludge and secondary treatment facility.
- (2) Capacity: Design flow of 15 million gallons per day (gpd).
- (3) Monitoring: Self-monitoring for full NPDES permit compliance, with active pretreatment program.

West Contra Costa Sanitary District

- (1) System: Class 4 conventional activated sludge and secondary treatment facility.
- (2) Capacity: Design flow of 9.5 million gallons per day (gpd).
- (3) Monitoring: Self-monitoring for full NPDES permit compliance, with active pretreatment program.

Stege Sanitary District

Stege Sanitary District performs a collection function only.

Water

Verification by East Bay Municipal Utility District (EBMUD) that adequate water quantity and quality can be provided shall be required for approval of new development.

Flood Control

- Capacity: Containment by an approved flood control and drainage system of a 100-year flood event, as determined by the Federal Emergency Management Agency (FEMA).

Other Facilities

The General Plan Community Facilities Element contains specific policies, as opposed to performance standards, which address the following additional facilities and services:

- (1) Emergency/Disaster Management
- (2) Solid Waste
- (3) Utilities (Gas, Electricity, Telecommunications)
- (4) Local Government Facilities
- (5) Child-care Facilities

(6) Other human services facilities (medical and social services, senior centers, libraries, and other service centers)

(7) Schools

(8) Arts and Cultural Facilities

(Note: For additional policies relating to air quality and liquid waste refer to the Open Space and Conservation Element.)

HOUSING ELEMENT

Legal Requirement

The California Government Code, Section 65302(a) and Section 65583 provide that:

"The plan shall include the following elements...

A housing element...The housing element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing. The housing element shall identify adequate sites for housing, including rental housing, factory-built housing, and mobilehomes, and shall make adequate provision for the existing and projected needs of all economic segments of the community. The element shall contain all of the following..." [See the housing element statutes beginning with Government Code Section 65580 for the complete text of housing element statutes.]

State law requires each local government to revise its housing element not less than every five years. The Richmond Housing Element was revised in 1990 and was adopted unanimously by the City Council on February 11, 1991. The State Department of Housing and Community Development found that Richmond's 1990 Amendment complied with Article 10.6 of the Government Code.

The Housing Element includes the goals, policies, guidelines, text, and implementation programs contained herein, and the background material presented in the Technical Appendix.

General Plan Consistency

State law further requires that all elements of a City's General Plan must be internally consistent and also consistent with one another; and that the Housing Element shall address the means by which consistency will be achieved with other general plan elements and community goals.

The Housing Element addresses the issues concerned with providing housing for residents, with a particular emphasis on meeting the housing needs of very low and low income persons and the special housing needs of the elderly, disabled, and homeless persons. However, housing cannot be considered apart from other aspects of City policy. The other elements of the General Plan are closely related to and supportive of the Housing Element.

The Housing Element goals are consistent with the General Goal of the Richmond General Plan relating to residential neighborhoods which states:

"Provide attractive residential neighborhoods with a variety of dwelling types and prices affordable to all segments of the population."

Secondly, the numbers of potential new housing units shown in the Housing Element's inventory of potential housing sites are directly related to and consistent with the City's Zoning Ordinance and with the residential densities specified in the Land Use Element and land use plan map of the Richmond General Plan.

Third, the Housing Element goals are directly consistent with the goals under the "Residential Areas" subsection of the Land Use Element.

Fourth, the Housing Element Goal HG-D to "provide community facilities and open space, commercial services, and amenities easily accessible to and from all residential neighborhoods" is consistent with the Land Use Element goals and policies regarding commercial areas and the goals and policies of the Community Facilities Element.

Finally, the transit and transportation routes designated in the Circulation Element provide the means of moving people and goods to and from the City's residential areas. Other policies relevant to the quality of housing and residential neighborhoods are presented in various other General Plan elements such as Open Space and Conservation, Noise, and Safety.

DEFINITIONS

Affordable Housing

Affordable housing, in the Richmond Housing Element, is defined as housing that can be purchased or rented by a household with Very Low or Low Income (i.e. 80% or less of the area median income) and paying no more than 30% of its gross monthly income for housing, including taxes and insurance (and utilities, in rental housing only).

Income Categories

Income categories for Richmond and Contra Costa County are defined as follows:

Above Moderate Income: Greater than 120% of the area median household income.

Moderate Income: 81% to 120% of the area median household income

Low Income: 51% to 80% of the area median household income

Very Low Income: 50% or less of the area median household income

Area Median Income: the current U.S Department of Housing and Urban Development (HUD) area median household income limits for Contra Costa County. As of May 1994 these were:

<u>Number of Persons In Family</u>	<u>Area Median Income</u>
1	\$ 38,700
2	\$ 44,250
3	\$ 49,750
4	\$ 55,300
5	\$ 59,700
6	\$ 64,150
7	\$ 68,550
8	\$ 73,000

GOALS AND POLICIES

GOALS¹

Adequate and Affordable Housing

HG-A Make decent, safe, and affordable housing available to all existing and future Richmond residents. (I)

HG-B Make available a wide range of housing types and residential densities to meet the needs of all age groups, income levels, and household sizes within the city's population. (Same as Economic Development Element Goal ED-I) (I)

Housing Accessibility

HG-C Ensure that fair housing opportunities prevail for all city residents regardless of age, sex, family status, income or source of income, race, creed, national origin, or disabilities. (I)

¹Roman numeral in parenthesis () at the end of each goal refers to related General Goal listed in the Introduction on page I-2.

HG-D Provide community facilities and open space, commercial services, and amenities easily accessible to and from all residential neighborhoods. (Similar to General Goal II) (I)

Housing Conservation and Neighborhood Preservation

HG-E Conserve and maintain the existing housing stock to the maximum extent feasible. (I)

HG-F Preserve and upgrade residential neighborhoods so that they are attractive, safe, retain their distinct identities, and promote a sense of community. (Same as Land Use Element Goal LU-I) (I)

HG-G Ensure that existing residents are not involuntarily displaced as a result of housing stock upgrading and neighborhood preservation. (I)

Special Housing Needs

HG-H Make suitable housing available for residents with special needs such as elderly or disabled persons. (I)

HG-I Ensure that temporary shelter and transitional housing is available. (I)

POLICIES

Adequate and Affordable Housing

HG-A.1 Promote affordable infill housing development wherever compatible with existing neighborhoods.

HG-A.2 Require all residential developments of ten or more units to include an affordable housing component.

HG-A.3 Assist residential developers to meet their affordable housing obligation by providing density bonuses and/or other incentives.

HG-A.4 Promote development of affordable housing on surplus, underused or vacant public lands where appropriate and where compatible with existing uses.

HG-A.5 Assist non-profit developers of affordable housing to obtain infill sites and at reduced cost.

- HG-A.6 Waive the payment of building permit and other city fees for projects providing housing units affordable to very low and low income persons and which meet the city's criteria.
- HG-A.7 Work actively to create new sources of financing for affordable housing.
- HG-A.8 Discourage applications for downzoning of existing medium and high density residential areas to lower density residential, in order to encourage the provision of additional affordable housing.
- HG-A.9 Actively promote the use of innovative methods to achieve lower land costs and create more affordable housing units, such as Planned Area Districts, clustered housing developments, cooperative housing, and other methods.
- HG-A.10 Include an affordable housing component in any new or expanded city redevelopment areas.
- HG-A.11 Centralize and consolidate local governmental activity related to affordable housing.

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- HG-B.1 Promote a balance of housing types, tenures, densities, and price ranges. (Same as Economic Development Element Policy ED-I.1)
 - HG-B.2 Focus the use of city resources for housing rehabilitation and assisted housing on those neighborhoods and residents having the greatest need for assistance.
 - HG-B.3 Disperse assisted housing throughout the city to the maximum extent feasible without adversely impacting any building or area; avoid further impacting target areas.
 - HG-B.4 Continue to pursue rent subsidy programs for low-income city residents to the maximum extent available, while working toward self-sufficiency for all residents with respect to housing and shelter.
 - HG-B.5 Make a maximum effort, after detailed analysis on a case by case basis to ensure consistency with existing laws and policies, to preserve for low income households all of the units in assisted housing developments in Richmond that are eligible to change to non-low-income housing uses due to terminations of subsidy contracts, mortgage prepayment, or expiration of use restrictions.

- HG-B.6 Promote the development of good quality housing for all income groups through zoning, design review, and building regulations, consistent with efforts to increase the city's affordable housing stock.
- HG-B.7 Promote a mix of dwelling types and sizes in new residential areas; discourage the formation of new residential areas having a uniform housing type and size throughout.
- HG-B.8 Explore the feasibility of a commercial-industrial/-housing linkage program requiring commercial and industrial developers to provide housing or pay an in-lieu fee.

Housing Accessibility

- HG-C.1 Promote fair housing principles and equal housing opportunity in all situations.

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- HG-D.1 Review residential development applications for accessibility to community facilities and commercial services, and encourage provision of transit services.

Housing Conservation and Neighborhood Preservation

- HG-E.1 Give priority in the use of city programs and resources to conserving and upgrading the city's existing housing stock rather than constructing new units, except for the construction of affordable units.
- HG-E.2 Leverage federal block grant and other public funds to the maximum extent to support housing rehabilitation and to preserve existing housing.
- HG-E.3 Work to preserve, rehabilitate and expand the existing stock of single room occupancy (SRO) units in Richmond.

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- HG-F.1 Use a comprehensive, focused neighborhood revitalization approach involving several city departments to upgrade and preserve neighborhoods at risk.

- HG-F.2 Support the neighborhood councils, neighborhood watch groups, and local non-profit groups in their efforts to combat crime and to strengthen, beautify and upgrade neighborhoods.

HG-F.3 Educate and inform all major ethnic groups in the community of available housing rehabilitation programs through neighborhood and community organizations and by using the most effective media.

HG-G.1 Conduct city code enforcement and abatement activities so as to avoid involuntary displacement of tenants wherever possible.

HG-G.2 Use demolition of substandard or dangerous buildings only as a last resort in the code enforcement and abatement process, and provide relocation assistance.

Special Housing Needs

HG-H.1 Address through city actions and programs the unmet housing needs of special groups in the population, including the elderly and disabled.

HG-H.2 Promote efforts to make available a variety of housing options for special needs groups including the elderly and disabled.

HG-I.1 Provide adequate sites to address the community's unmet need for emergency shelters and transitional housing.

HG-I.2 Ensure that the city's regulatory process encourages and does not impede the provision of needed shelters and transitional housing.

AREA SPECIFIC GUIDELINES

See Land Use Element for maps showing the boundaries of areas with specific guidelines.

SHORELINE AREAS

Shoreline - General

1. Urge inclusion of a broad variety of dwelling types within all new and existing shoreline residential communities. This may result in development of the following:
 - a. Single family detached units, townhouses, and garden court apartments; terraced apartments that follow steep hillside contours; and tower apartments, as appropriate for the setting of each residential area.
 - b. Accommodations suitable for a broad cross-section of family sizes, ages, and income levels with intent to upgrade Richmond's housing supply.
 - c. Berthing facilities for houseboats and live-aboard boats along selected portions of the waterfront.

West Shoreline

1. Encourage completion of infill residential development in the following shoreline areas: Point Richmond and Brickyard Cove.
2. Encourage residential development on the former P.G. & E. site at Brickyard Cove.

South Shoreline

MARINA BAY:

1. Continue to promote/permit urban high density residential development as defined in the Richmond General Plan, in the portion of the Marina Bay Sub-Area that is included in the Marina Bay Development Agreement area.

North Shoreline

See North Richmond Shoreline Specific Plan.

1. Renew existing housing in North Richmond through neighborhood development and other means.

2. Encourage completion of infill housing development in the North Richmond Area.

CITY CENTER

See City Center Specific Plan.

IRON TRIANGLE

1. Provide or retain enough homes of appropriate price, type and location to accommodate all present residents who wish to remain, and increase the overall amount, density and kinds of housing.
2. Produce an orderly transition to higher density housing in appropriate locations through a combination of conservation, rehabilitation, new housing, and rebuilding.
3. Housing areas can be broadly categorized as follows:
 - a. Conservation: Atchison Village, Triangle Court, and Hacienda Homes.
 - b. Conservation & Rehabilitation: Tip of the Triangle north of Pennsylvania and Helms neighborhood.
 - c. Gradual Rebuilding with some intermediate conservation and rehabilitation: The broad band of housing from 2nd to Harbour Way south of Pennsylvania to Barrett and from Atchison to Marina Way exclusive of the Redevelopment Project.
 - d. Substantial Rehabilitation and Rebuilding: The west Nevin Avenue area; the Lucas Park area and generally east of Marina Way and south of Macdonald Avenue.
4. Continue City code enforcement activities throughout the area to promote conservation and rehabilitation of existing homes and neighborhoods.
5. Utilize all available programs designed to assist in financing housing for people with limited ability to pay for new housing, to prevent dislocation of low income residents and to achieve a greater range in housing accommodations. These may include programs for moderate income housing, housing for the elderly, public housing, and rent subsidies. Encourage those forms of housing finance and management which will tend to maintain residential stability and amenity, such as cooperatives, condominiums, and projects sponsored by non-profit agencies.

PULLMAN

1. Encourage a safe, attractive residential neighborhood with a variety of dwelling types and facilities.
2. Maintain the residential character of the area, free from the intrusion of industrial or commercial development which might create a nuisance to the neighborhood.

KNOX FREEWAY/CUTTING BOULEVARD CORRIDOR

See Knox Freeway/Cutting Boulevard Corridor Specific Plan.

CORTEZ/STEGE/CORONADO (NORTH)

1. Work with Richmond Neighborhood Housing Services to implement a proactive rehabilitation program for residential structures in the area.
2. Encourage establishment of a "home purchase" program targeted to the Cortez/Stege/Coronado (north) area.

CORTEZ/STEGE/CORONADO (SOUTH)

1. Support residential development within the Cortez/Stege/Coronado (south) area by retaining existing residential designations within the "interior" of the neighborhoods.

POTRERO/PANHANDLE/ANNEX

1. Encourage establishment of a "home purchase" program targeted to the Potrero/Panhandle/Annex area.

IMPLEMENTATION PROGRAMS

Note: The format for program descriptions for the Housing Element varies from the other General Plan Elements and is more detailed, as required by California State law (Article 10.6 of the Government Code). The last page of this Section provides a summary of the City's Quantified Objectives for July 1990 - June 1995, for new housing construction and for assisted rehabilitation and conservation.

Adequate and Affordable Housing

GOAL HG-A Make decent, safe, and affordable housing available to all existing and future Richmond residents.

Program HG-1: Land Assembly Project

Description: A City program to secure and make available sites for affordable housing construction, especially for Very Low and Low Income families. Program will include purchase of privately owned sites as well as public properties. Under the public lands component The City will analyze the inventories of City and Redevelopment Agency owned public lands, and promote City actions to make appropriate sites available for affordable housing. The City will either develop affordable units on the secured sites or make them available to affordable housing developers, particularly nonprofit corporations. The City may deed properties suitable for affordable housing development to nonprofit corporations, governed by reimbursement agreements spelling out conditions of development and of repayment. In all cases possible the City will maintain control of the development with respect to design and quality of the units; type of development; and sales price. The City will advise local nonprofit corporations and developers of state and federal resources available for the production, rehabilitation, and financing of low-cost and affordable housing. To assist local nonprofit developers to locate potentially available properties for infill affordable housing development, the City will post in City Hall copies of its letters to owners of properties who have failed to correct code violations, once the letters have been recorded with the County. In addition, the City will explore the feasibility of waiving liens on abandoned properties to make them more affordable to nonprofit developers and, if feasible, will adopt a policy and procedures relative to waiver of liens. City will promote similar activities and programs by other agencies such as the County, the School District, and the public utilities.

(Ref: Policies HG-A.1, HG-A.4, HG-A.5, HG-A.9)

1990-95 Objective: Secure sufficient property and provide assistance resulting in a minimum of 100 affordable housing units.

Responsible Agency: Richmond Redevelopment Agency

Other Agencies: Redevelopment Agency; Public Works Department, Building Regulations Division; City Attorney's Office; City

Manager's Office; Community Housing Development Corporation of North Richmond; East Bay Habitat for Humanity; other nonprofit corporations.

Program HG-2: Inclusionary Housing Program

Description: If adopted the program will require that all residential developments of 10 or more housing units comply with the City's policy by constructing some units affordable to Very Low and/or Low Income households. Amount or percentage of affordable units required in each development will vary based on program guidelines. Guidelines will take into account differences between larger developments and smaller infill projects. The Program shall be incorporated in the Zoning Ordinance. It shall provide density bonus provisions that equal or exceed the requirements of the 1990 State Density Bonus Law; and shall include other incentives which may include fee waivers, design, zoning, and building code flexibility, etc. In implementing this program the City will use and enforce State and Federal laws requiring access for disabled and handicapped persons.

(Ref: Policies HG-A.2, HG-A.3, HG-B.3, HG-H.2)

1990-95 Objective: Program adopted as part of Zoning Ordinance and implemented by December 1992. At least 200 Very Low or Low Income housing units constructed as a result of the Inclusionary Housing Program by mid-1995.

Responsible Agency: Planning Department

Program HG-3: West County Housing Corporation Affordable Housing Development

Description: WCHC, a non-profit corporation, was created to develop new homeowner and rental housing units affordable to Low and Moderate Income families. WCHC will work with other local nonprofit agencies whenever feasible on specific projects to build or rehabilitate low-cost affordable housing units. The first two WCHC projects were: (1) The Transition and Care of the Homeless (TACOH) Program, the renovation of an 8-unit city owned apartment building for occupancy by homeless families, coupled with required enrollment in job training; the project began in December 1989; (2) a 10-unit affordable townhome development at 10th & Lucas Avenue: construction started in 1990 and was completed by the end of 1991. Additional WCHC projects will be ongoing during the 1990-95 period. WCHC will seek additional funding and intends to add a full-time homebuilder to its staff.

(Ref: Policies HG-A.4, HG-B.2)

1990-95 Objective: Construct an average of 10 new affordable units per year starting in 1991 (40 housing units by mid-1995).

Responsible Agency: West County Housing Corporation

Program HG-4: Residential Site Inventory

Description: The Planning Department makes available at nominal cost a listing of all land parcels in the Richmond Sphere-of-influence area that (a) are zoned for residential development and (b) were found to be vacant in the city's 1989 land use field survey as updated annually.

(Ref: Policy HG-A.5)

1990-95 Objective: Maintain inventory and update it annually to reflect changes in land uses and in zoning.

Responsible Agency: Planning Department

Program HG-5: City Building Permits & Fees

Description: A Richmond City Council policy adopted in November 1989 states that the City shall consider waiving the payment of building permit fees, public facilities fees and other City fees associated with the development of low and moderate income housing, based on certain criteria. The City has been granting the waiver of building permit fees under this existing policy, on an individual basis, to projects that meet the City's criteria. Under Policy I.A.6 such fees would be waived for all projects providing units affordable to Very Low and Low Income persons and which meet the city's criteria.

(Ref: Policy HG-A.6)

1990-95 Objective: Develop a definitive procedure and guidelines for City Council consideration which will detail when fees may be waived.

Responsible Agency: Public Works Department, Building Regulations Division.

Other Agencies: Planning Department

Program HG-6: Affordable Housing Financing Program

Description: Under this program the City will pursue various approaches including (a) working with the local lending institutions to commit to a shared pool of funds earmarked for affordable housing financing; and (2) exploring the feasibility of a City housing financing bond program to complement the County's program. Local banks will be asked to take leadership in organizing a pool of loan funds for affordable housing; to consider somewhat less restrictive underwriting standards; or to take other positive steps to support the local community's efforts to increase the supply of affordable housing. One area of need is for short-term construction financing. Under the proposed bond program the City would issue bonds for housing mortgage and rehabilitation financing. The City will also look into innovative financing methods such as shared-equity programs.

(Ref: Policy HG-A.7)

1990-95 Objective: Report to City Council on housing financing bond program feasibility by December 1991. Housing financing loan pool made available by local banks by the end of 1993.

Responsible Agency: Richmond Redevelopment Agency

Other Agencies: Mayor & City Council; City Manager's Office;

Finance Department; Contra Costa County; Richmond Chamber of Commerce

Program HG-7: Zoning Ordinance Administration

Description: In administering the Zoning Ordinance, working with applicants for housing developments, and working with the Planning Commission and the city's neighborhoods through the network of neighborhood councils, the Planning Department staff will promote and encourage mixed low and medium housing densities as well as the potential benefits of higher densities, such as increased transit and other services, shopping facilities, and greater pedestrian access. The City staff will also work to ensure that the Ordinance and the regulatory process outlined therein encourages, and does not impede, the provision of shelters and transitional housing.

(Ref: Policies HG-A.8, HG-I.2)

Responsible Agency: Planning Department

Program HG-8: Design Review, Planned Area, Tentative Development Plan, and Subdivision Review

Description: The Planning Department will continue to provide educational forums for elected and appointed officials and staff on innovative design methods for higher density developments and for multifamily units that are compatible with single family areas. Examples of successful local developments can be used as models. Hilltop Villages provides a good model of a new residential area with a successful mix of housing types, densities, and prices. City staff, as part of the development review process, will encourage housing development applicants to integrate affordable units in their projects while maintaining excellence of design.

(Ref: Policies HG-A.9, HG-B.7)

Responsible Agency: Planning Department

Program HG-9: Zoning Ordinance Revision

Description: The City began work on a comprehensive revision of its Zoning Ordinance in 1990, intended to update the Ordinance, correct obsolete regulations, introduce innovations and provide for greater flexibility in some areas, and in general produce a clearer, more easily usable document. A number of changes proposed in the Ordinance are expected to assist in the production of affordable housing. Among these are more flexible requirements governing second units (see Second Units Program under Goal I.H); more flexible parking requirements including reduced minimum parking stall size and reduced parking space ratios for large multifamily projects; relaxed setback requirements; regulations governing affordable housing density bonuses; permitting "live-work" spaces in industrial areas; and a redefinition of the City's residential districts to allow a more graduated, step by step increase in allowable densities and minimum lot sizes. The revised districts are designed to correspond with the proposed new General Plan residential use designations to ensure consistency between the

revised Zoning Ordinance and the General Plan. (See also Richmond General Plan Update program under Goal HG-D.) In addition, the section of the Ordinance addressing hillside residential development allows for clustered densities on relatively level portions of hilly sites and less dense, detached units on the upper portions. Finally, the regulatory procedures outlined in the revised Ordinance are intended to encourage and not impede the provision of shelters and transitional housing.

(Ref: Policies HG-A.9, HG-B.6, HG-I.2)

1990-95 Objective: Revised Zoning Ordinance adopted by the end of 1992.

Responsible Agency: Planning Department

Program HG-10: Zoning, Design Review, and Building Regulations

Description: In revising its Zoning Ordinance (see Program H-9) the City and its consultants have given particular attention to promotion of good quality design and have proposed an improved design review process (a component of the Ordinance). Regarding residential street standards, including street width and sidewalk requirements, City staff will explore possible ways to reduce the standards where feasible and make them less rigid. This could allow developers to put more dwelling units into projects and could reduce the overall improvements costs.

(Ref: Policies HG-A.9, HG-B.6)

1990-95 Objective: Revised Zoning Ordinance adopted by the end of 1992. Explore feasibility of reducing street standards by the end of 1993; implement by mid-1994.

Responsible Agency: Planning Department

Other Agencies: Public Works - Building Regulations Division

Program HG-11: Low and Moderate Income Housing Fund

Description: A State law, AB 265 (Chapter 1135, Statutes of 1985), required all redevelopment project areas in the state, regardless of when they were formed, to set aside at least 20 percent of tax increment revenues for increasing and improving the community's supply of low and moderate income housing, unless certain findings are made to exempt a project from that requirement. A second law, AB 1735 (Chapter 1111, Statutes of 1987) required that an indebtedness to a special Low and Moderate Income Housing Fund (L&M Fund), equivalent to the unfulfilled housing setaside obligation, be created in project areas where the full 20 percent cannot be set aside due to existing debts and obligations. Finally, Chapter 1140, Statutes of 1989 amended housing element law to require the housing program of an element to include a description of the use of moneys in the redevelopment agency's L&M Fund.

The Richmond Redevelopment Agency has not established an L&M Fund for its project areas and does not currently set aside any funds, since it has made a finding for the past few years on an annual basis that the community is making a substantial effort to meet the housing needs identified in its Housing Element; and that "this

effort, consisting of direct financial contribution of local funds used to increase and improve the supply of housing affordable to persons and families of low or moderate income and very low income households, is equivalent in impact to the funds otherwise required to be set aside pursuant to Section 33334.2 of the Health and Safety Code."

While making the annual finding of exemption from the housing setaside requirement, however, the Agency has not ignored the housing needs of low and moderate income persons, and in fact has attracted a successful joint venture between the Redevelopment Agency, the nonprofit Bridge Housing Corporation of San Francisco, and the Martin Group to develop a large scale mixed use project in the City Center Redevelopment Project Area (Urban Renewal Project Area 10-A), including a substantial affordable housing component. (See the Bridge Housing Corporation/ Memorial Park Development program description, below.)

The Bridge Housing Corporation City Center project, moreover, is an example of the posture that redevelopment is assuming in Richmond, and which the Agency intends to pursue in future new or expanded redevelopment areas. Two new redevelopment project areas are being studied for feasibility: the proposed I-580 Redevelopment Area (which would represent an expansion of existing Project Area 6-A), and an expansion of the City Center Project Area to include much of the largely residential areas of the Iron Triangle north of Pennsylvania Avenue up to North Richmond. Both programs are described below in further detail under this Policy (see Central Richmond Renewal Program and Proposed I-580 Redevelopment Area program descriptions). These potential redevelopment projects, however, are in the early stages of formulation. Consequently, at the time of the Housing Element revision in 1992 it was still too early to estimate the project scope and costs, the potential tax increment revenues that might result, and the housing setaside amounts that could result.

Implementation of these proposed expanded redevelopment areas could occur starting in 1993. In the case of each new or expanded redevelopment area the Agency will analyze the housing needs of very low, low and moderate income persons and families in the project area, and will address the housing needs and include an affordable housing component in the Redevelopment Plan for each area. The Agency will on an annual basis re-examine its obligations under State law with respect to the setaside of tax increment revenues for low and moderate income housing and, if in the future it determines that the community's "substantial effort" does not have an impact equivalent to that which would result from housing setasides, the Agency will set aside tax increment revenues for housing and establish a housing L&M Fund pursuant to State law. In the meantime, however, it will aggressively pursue opportunities to increase and improve the supply of low and moderate income housing.

A variety of approaches will be considered, depending on the financial feasibility, and they may include direct payment of tax increment revenues to assist in financing affordable housing development; land write-downs; below market rate loan programs; collaboration with local nonprofit developers; and bond issues to finance housing development.

(Ref: Policy HG-A.10)

Responsible Agency: Richmond Redevelopment Agency

Program HG-12: Bridge Housing Corporation/Memorial Park Development

Description: A large scale mixed use development on an 11 acre site in the Urban Renewal Project Area 10-A ("City Center"), combining retail commercial with affordable ownership and rental housing. Project includes an estimated 34 townhouse units affordable to low and moderate income first-time homebuyers; 65 apartment units, at least 40% of which will be affordable to low and moderate income renters; and 36 Very Low Income elderly apartment units in The Carquinez, formerly the "Hotel Don" building located one block north of the Memorial Park site.

(Ref: Policies HG-A.10, HG-E.1)

1990-95 Objective: Carquinez elderly apartment units completed by 1991. Residential portion of Memorial Park development built out by 1993 and specific affordable housing objectives achieved (see "Description").

Responsible Agency: Richmond Redevelopment Agency

Program HG-13: Central Richmond Renewal Program

Description: A multi-departmental, concentrated revitalization program aimed at strengthening the single-family residential character of the City Center and immediately adjacent areas. This program will build on and expand the Downtown Concentrated Rehabilitation and Improvement Program. The Agency proposes to combine redevelopment, federal and state funds, private non-profit developers, public improvements, and other components to rehabilitate and beautify the area, attract new affordable infill housing utilizing vacant lots, improve streets, and eliminate eyesores. The program's intent will be to achieve a substantial revitalization of the area through a concentrated approach. The Agency will work with non-profit developers whenever feasible on specific projects to build or rehabilitate low-cost affordable housing units.

(Ref: Policies HG-A.10, HG-E.1, HG-F.1)

1990-95 Objective: Comprehensive program proposal developed by June 1993, analyzing resources, priorities, and outlining a strategic plan. Initiate implementation of program by January 1994.

Responsible Agency: Richmond Redevelopment Agency

Other Agencies: Public Works Department

Program HG-14: Proposed I-580 Redevelopment Area (Expanded Harbor Gate Urban Renewal Project Area 6-A)

Description: A new project area which is being developed along I-580 will be primarily non-residential in scope, promoting job producing business attraction and expansion. The boundaries of residential neighborhoods adjacent to the north of the proposed redevelopment area will be strengthened by the definition of this project area to mitigate incompatible land uses. These neighborhood areas are directly north of I-580, concentrated between South 15th Street eastward to South 31st Street. The potential exists for redevelopment project funds to be allocated to improve the housing stock in those residential districts adjacent to the project area by providing seed monies for housing rehabilitation programs and by promoting the construction of affordable infill housing in collaboration with private sector groups, particularly non-profit developers.

(Ref: Policies HG-A.10, HG-E.1)

1990-95 Objective: Establish the revised Redevelopment Project Area and commence implementation of the Redevelopment Plan by August 1993.

Responsible Agency: Richmond Redevelopment Agency

Program HG-15: Housing Coordinating Group

Description: A Housing Coordinating Group will be established under the direction of the Redevelopment Agency Director, to ensure that the City's housing policies and programs are effectively coordinated in order to (1) generate maximum results in addressing Richmond's housing needs and (2) implement the Housing Element policies and Five-Year Program. The Coordinating Group shall include all of the various City agencies and departments involved with housing: the Richmond Housing Authority; the Redevelopment Agency; City Manager's Office; Planning Department; Public Works Department; Human Services Department; Human Relations Department; and the Office of the City Attorney. The Coordinating Group and its Director will work closely with other housing providers in the private and non-profit sectors and with other public agencies.

(Ref: Policies HG-A.11, HG-B.2, HG-F.1)

1990-95 Objective: Housing Coordinating Group established in 1991. Conduct periodic meetings to coordinate the City's housing activities and to review progress in implementing the Housing Element policies and Five-Year Program.

Responsible Agency: Richmond Redevelopment Agency

GOAL HG-B. Make available a wide range of housing types and residential densities to meet the needs of all age groups, income levels, and household sizes within the city's population.

Program HG-16: Make adequate sites available for a balance and variety of housing types

Description: The Richmond Zoning Ordinance currently provides a full range of zoned districts allowing for residential development, including single family; multiple family; high rise residential; residential uses in community reserve, agricultural, and commercial areas; factory built (manufactured) homes; mobilehomes; second units; and emergency and transitional housing. A 1989 city field survey found an estimated 750 vacant acres of land zoned for residential uses, representing a potential 7,439 estimated housing units.

(Ref: Policies HG-B.1, HG-I.1)

Responsible Agency: Richmond Planning Department

Program HG-17: New construction of Moderate and Above Moderate Income Housing Units

Description: Private sector residential construction activity produced an estimated 3416 new Moderate and Above Moderate Income housing units in Richmond in the 1985-89 period, or almost 700 Moderate or Above Moderate Income new homes per year. A fairly high rate of home building activity in these income categories is anticipated to continue during 1990-1995, although not as many as 1985-89.

(Ref: Policy HG-B.1)

1990-95 Objective: 650 Moderate Income and 1350 Above Moderate Income ownership units; 600 Moderate Income and 100 Above Moderate Income rental units. Program total: 1250 new Moderate Income and 1450 new Above Moderate Income housing units; 2700 units combined.

Responsible Agency: Private sector developers and builders

Program HG-18: New Construction of Very Low and Low Income Housing Units

Description: Construct new Very Low and Low Income housing units through a variety of techniques including land cost write-down; assistance to non-profit builders to obtain sites; reduced financing costs; subsidies; efficiencies in site design, construction, building design, materials, etc. During 1985-89 16 Very Low and 10 Low Income homeowner units were built in Richmond, 202 Very Low Income rental units (including 143 apartments for the elderly in the Nevin Plaza complex), and 154 Low Income rental units, for a total estimated 382 Very Low and Low Income units added during 1985-89.

(Ref: Policy HG-B.1)

1990-95 Objective: 250 Low Income and 40 Very Low Income ownership units constructed; 105 Low Income and 105 Very Low Income rental units constructed (at least 35 of the 105 Very Low Income rental units will be for elderly persons). Program total: 355 Low Income and 145 Very Low Income units ; 500 units combined. (Note: portions of these 500 units are listed also under other programs described below.)

Responsible Agency: Richmond Redevelopment Agency

Other Agencies: Richmond Housing Authority; West County Housing Corporation; Richmond Redevelopment Agency; Bridge Housing Corporation; Richmond Neighborhood Housing Services (NHS); Greater Richmond Community Development Corporation (GRCDC); East Bay Habitat for Humanity; other non-profit developers and builders; Contra Costa County Mortgage Financing Program.

Program HG-19: Home Improvement Loan Program (HILP)

Description: The City will continue housing rehabilitation assistance to low income owner occupants through its HILP Program on a citywide basis with emphasis on those families residing in the target area neighborhoods (Parchester; North Richmond; North and East; Belding Woods; Iron Triangle; Southside; and Pullman Plaza). These loans are flexible interest, below market rate loans, 0%-9% interest. An estimated 100 low income families per year will receive assistance through HILP with approximately \$800,000 in CDBG (Community Development Block Grant), Section 312, and other federal, state, and local funds which may become available. Other components of the HILP include an Emergency Repair Program and the Paint and Landscape Rebate Programs. These components will be funded with CDBG funds. The Redevelopment Agency provides housing code compliance inspections and work specifications, as necessary; and construction monitoring for the units involved in this and the Agency's other rehabilitation loan programs.

(Ref: Policies HG-B.2, HG-E.1, HG-E.2, HG-H.1)

1990-95 Objective: 400 Very Low or Low Income homeowner units rehabilitated and brought up to building code compliance.

Responsible Agency: Richmond Redevelopment Agency

Program HG-20: California Housing Rehabilitation Program

Description: A program of housing rehab loans to low-income owner-occupants, funded by the State "CHRP-O" program with an allocation of up to \$250,000 in loan funds available to Richmond. The City's application was approved by the State in June 1990. It provides 3% loans, to a maximum of \$10,000, with payment deferred until sale, transfer, or move. The City will use this source in conjunction with its other loan programs such as HILP (described above).

(Ref: Policies HG-B.2, HG-E.1, HG-E.2)

1990-95 Objective: 50 Very Low Income housing units rehabilitated.

(Note: Rehab of these units is expected to combine the use of State loan funds and City Home Improvement Loan Program program funds, and the 50 units are included in the Home Improvement Loan Program objective.)

Responsible Agency: Richmond Redevelopment Agency

Other Agencies: State Dept. of Housing & Community Development (HCD)

Program HG-21: Purchase, Rehabilitation & Resale of Vacant & Abandoned Structures

Description: The NHS Program shall continue to provide housing rehabilitation loans to lower income residents residing in the

Southside neighborhood, and shall continue its Vacant and Abandoned Structures Program whereby rehabilitated units will be sold to low income, first-time homebuyers. Funding sources to be utilized shall include CDBG funds provided by the City; Neighborhood Reinvestment Corporation; Neighborhood Housing Services of America; and any other available sources. The City may expand the group of non-profit corporations it will assist financially under this program. (Ref: Policies HG-B.2, HG-E.1, HG-E.2)

1990-95 Objective: An average of 10 units per year purchased, rehabilitated and resold, or 50 units total between 1990-95.

Responsible Agency: Richmond Neighborhood Housing Services (RNHS) Corporation

Other Agencies: Richmond Redevelopment Agency. Program may be expanded to include other non-profit corporations

Program HG-22: CHAP New Construction

Description: The City shall continue to seek funding under the California Homeownership Assistance Program (CHAP) to construct a limited number of single-family manufactured housing units for low income, first-time homebuyers. Under this program the State provides up to 49% of the total development costs for each unit and is a co-owner. Proceeds from the sale of units developed will be utilized to construct additional housing for low and moderate income families. All units will be constructed within the target area neighborhoods.

(Ref: Policy HG-B.2)

1990-95 Objective: Dependent on availability of State allocations.

Responsible Agency: Richmond Redevelopment Agency

Program HG-23: County Mortgage Revenue Bond Program

Description: The City is participating in the 1989 Contra Costa County Mortgage Revenue Bond Program, a loan program utilizing mortgage funds generated by sale of tax-exempt bonds to assist first-time homebuyers to purchase new or existing (resale) homes. Funds may also be used to finance room additions, rehabilitation, and repairs including energy efficient measures. The program offers loans at reduced interest rate, fixed rate for 30 years, and 5% downpayment. It is geared to Low and Moderate Income families.

(Ref: Policy HG-B.2)

Responsible Agency: Richmond Redevelopment Agency

Program HG-24: State Bond Financed Affordable Housing Programs

Description: The City applied in 1990 for funds under the State Proposition 84 voter-approved bond issue (the "Housing and Homeless Bond Act of 1988"), which provides financing for several affordable housing programs. Under one program the State makes low-interest deferred payment loans to public and private developers to develop and finance affordable rental housing. The State in return requires borrowers to rent at least 30% of the units to low-income households at affordable rents. Additional bond funds are available under Proposition 107 approved by California voters in June 1990.

Called the "Housing and Homeless Bond Act of 1990," Proposition 107 provides for a bond issue of \$150 million to provide funds for emergency shelters and transitional housing for homeless persons; new rental housing including rental housing which meets the special needs of the elderly and disabled; purchase and rehabilitation of residential hotels; and home purchase assistance for first-time homebuyers.

(Ref: Policies HG-B.2, HG-E.2, HG-H.1)

1990-95 Objective: Secure funds under both Propositions 84 and 107.

Responsible Agency: Richmond Redevelopment Agency

Program HG-25: Rental Rehabilitation

Description: The City provides financial assistance to owners of rental property to rehabilitate substandard units, in order to ensure that rental units are affordable to low and moderate income families. The City has a specific "Rental Rehabilitation Program" using HUD Rental Rehabilitation Program funds, CDBG funds, and other resources when available such as HUD Section 312 Loans (rental unit rehabilitation); HUD Section 8 Vouchers through the Housing Authority; private investments; and other sources. The low-cost financing for rehab and the Section 8 vouchers provided under the Rental Rehabilitation Program make affordable rental housing available on a citywide basis.

(Ref: Policies HG-B.2, HG-B.3, HG-E.1, HG-E.2, HG-H.1)

1990-95 Objective: 250 rental units rehabilitated with assistance from this program (an average of 50 per year).

Responsible Agency: Richmond Redevelopment Agency

Program HG-26: Default and Delinquency Counseling

Description: The City is a HUD-Certified Counseling Agency which provides comprehensive housing counseling services to Richmond residents, focusing on the target area neighborhoods. Services include mortgage default and delinquency counseling for homeowners; tenant counseling in areas of management and tenant responsibilities; and homeowner and consumer education workshops.

(Ref: Policy HG-B.2)

1990-95 Objective: Provide default and delinquency counseling for 100 homeowners, and tenant counseling for 350 tenants, per year. Conduct 2 workshops per year.

Responsible Agency: Richmond Redevelopment Agency

Other Agencies: Contra Costa Legal Services Foundation; Rubicon

Program HG-27: Conventional Public Housing Program

Description: The Authority currently owns and manages 350 elderly and 500 family units of low-income housing constructed under HUD's Conventional Public Housing Program. The specific projects are: Easter Hill Village (300 family units); Nystrom Village (102 family units); Triangle Court (98 family units); Hacienda (150 elderly units); Friendship Manor (58 elderly units); and Nevin Plaza (143 elderly units). (Ref: Policy HG-B.4)

1990-95 Objective: Manage, maintain and systematically upgrade the units in the conventional projects. (See also Public Housing Modernization Program under Goal I.E)

Responsible Agency: Richmond Housing Authority

Program HG-28: Section 8 Certificate Program

Description: The Housing Authority subsidizes rents of Very Low Income families through the use of 983 Section 8 Certificates under the Housing Assistance Program of the U.S. Department of Housing & Urban Development (HUD). The Housing Authority processes new Section 8 Housing Assistance Contracts and lease amendments; conducts annual unit inspections and tenant reexaminations to determine eligibility for continued assistance; and applies for additional Existing Housing Program Certificates whenever available.

(Ref: Policy HG-B.4)

1990-95 Objective: Conduct annual inspections and tenant eligibility reexaminations for all 983 Section 8 Certificates. Maintain 100% lease-up average for all Section 8 Certificates.

Responsible Agency: Richmond Housing Authority

Program HG-29: Section 8 Voucher Program

Description: Richmond had 261 HUD Section 8 Housing Vouchers including 40 portable vouchers in the first half of 1990. The Housing Authority estimates it will have 300 units leased under the Housing Voucher program by the end of 1990-91. The Housing Authority, as with the Certificates program, processes new Housing Assistance Contracts and lease amendments; conducts annual unit inspections and tenant eligibility reexaminations; and applies for additional Vouchers when available.

(Ref: Policy HG-B.4, HG-B.3)

1990-95 Objective: Maintain 100% lease-up average for all units subsidized by the Housing Voucher Program.

Responsible Agency: Richmond Housing Authority

Program HG-30: Section 8 Moderate Rehabilitation Program

Description: The Housing Authority had 13 units authorized and 13 units leased under this Section 8 Program in 1990. The rehabilitation was done in 1982-83. Currently, federal financing is available under the HUD Section 8 Moderate Rehabilitation Program for SRO Dwelling Units for Homeless Individuals.

(Ref: Policies HG-B.4, HG-E.1)

1990-95 Objective: Maintain 100% lease-up for the 13 Moderate Rehabilitation units. Obtain HUD financing under Section 8 Moderate Rehab for a project providing additional SRO facilities for

homeless persons. (See additional SRO units project description under Goal HG-E.)

Responsible Agency: Richmond Housing Authority

Program HG-31: Units At Risk Program

Description: The City and Redevelopment Agency staff will continue to monitor the local assisted housing projects and keep in touch with the owners, HUD, and with Contra Costa Legal Services, so that the City can be forewarned of any situation where assisted units are in danger of converting to non-low income housing uses. The City/Agency will work with Local Initiatives Support Council (LISC) on efforts to strengthen the capacity of local nonprofit housing corporations to purchase, develop, and manage affordable housing projects, including larger multifamily rental projects at risk of conversion. In the event that units are at risk of conversion the City/Agency will intervene and use any available resources to preserve the units for lower income households. (See Appendix for detailed program description and the analysis of assisted housing units at risk of conversion.)

(Ref: Policies HG-B.5, HG-E.1)

1990-95 Objective: 1,141 units at risk preserved. (See "Summary of Quantified Objectives for 1990-1995" at the end of this section.)

Responsible Agency: Richmond Redevelopment Agency/ City of Richmond

Other Agencies: Contra Costa Legal Services Foundation; U.S. Department of Housing & Urban Development (HUD)

Program HG-32: Commercial-Industrial/Housing Linkage Program

Description: The Redevelopment Agency coordinates the City's economic development program. The Agency works with major commercial and industrial developers and negotiates development agreements where applicable, which may include growth mitigation requirements of developers.

(Ref: Policy HG-B.8)

1990-95 Objective: By June 1993, conduct study and report to City Council on the feasibility of a commercial-industrial/housing linkage program.

Responsible Agency: Richmond Redevelopment Agency

Other Agencies: Planning Department

Housing Accessibility

GOAL HG-C Ensure that fair housing opportunities prevail for all city residents regardless of age, sex, family status, income or source of income, race, creed, national origin, or disabilities.

Program HG-33: Tenant Landlord Counseling

Description: An ongoing program providing advice to tenants and landlords regarding legal rights and responsibilities related to evictions, security deposits, and discrimination. The City provides pre-litigation counseling and Legal Services provides legal assistance and litigation services. The City's Human Relations Department assists in resolving cases of discrimination and violations of fair housing and equal housing opportunity. The

City, in addition, promotes fair housing and equal housing opportunity by conducting workshops for residents and addressing neighborhood groups and renter associations. These promotional activities are coordinated with Contra Costa Legal Services and with the local banks.

(Ref: Policy HG-C.1)

1990-95 Objective: Fund a fair housing program component by the end of 1991. Program will include workshops, community presentations, and newspaper advertisements.

Responsible Agency: Richmond Redevelopment Agency

Other Agencies: Human Relations Department; Contra Costa Legal Services Foundation

GOAL HG-D. Provide community facilities and open space, commercial services, and amenities easily accessible to and from all residential neighborhoods.

Program HG-34: Review of Residential Development Applications

Description: Residential projects are evaluated as part of the review process as to the adequacy of transit and other services planned for the development. Applicants may be required to work with transit agencies to increase the level of bus or other transit service to the project. The city's Growth Management Element to the General Plan, a requirement under the voter-approved "Measure C", spells out levels of services and facilities which must be met before a development can be approved. Developers of elderly housing will be encouraged to provide a range of unit types, offering elderly residents different options ranging from complete independence to on-site medical care, as their health changes.

(Ref: Policy HG-D.1, HG-H.2)

1990-95 Objective: Adopt Growth Management Element by May 1993.

Responsible Agency: Planning Department

Program HG-35: Richmond General Plan Update

Description: The City's first comprehensive update and revision of its General Plan, expected to be completed in the first quarter of 1993, will include revised goals, policies, and standards for residential areas and for proximity of shopping facilities and community services. In addition, the revised General Plan will include a Growth Management Element defining level-of-service standards which must be met by development applications (residential, commercial, and industrial) in order for the project to be approved. The required level-of-service standards will include traffic; fire; police; parks and recreation; sanitary facilities; water; and flood control.

(Ref: Policy HG-D.1)

1990-95 Objective: Adopt revised General Plan including Growth Management Element by May 1993.

Responsible Agency: Planning Department

Housing Conservation and Neighborhood Preservation

GOAL HG-E Conserve and maintain the existing housing stock to the maximum extent feasible.

Program HG-36: California Disaster Assistance Program (CALDAP)

Description: A State low-interest loan program for owners of earthquake-damaged residential property. City of Richmond's application received administrative approval in March 1990. CALDAP provides 3% payment-deferred loans to owner occupants (up to \$30,000) and 3% loans for rental units with no maximum dollar amounts. Owners of rental units can opt to make the units affordable and thereby have the entire loan repayment waived, in 10-year increments.

(Ref: Policy HG-E.1)

1990-95 Objective: 30 owner occupied and 5 rental units rehabilitated.

Responsible Agency: Richmond Redevelopment Agency

Program HG-37: Public Housing Modernization

Description: The Housing Authority is systematically modernizing the units within its Conventional Low Rent Public Housing projects, with federal assistance under the Comprehensive Improvement Assistance Program (CIAP). Modernization and landscaping of the 300-unit Easter Hill Village project was underway in 1990; will consist of five phases; and will be completed in 1992. The modernization work on the Hacienda elderly housing project (150 units) was scheduled for HUD approval in late 1990, and project completion in 1991-92. The Hacienda modernization will include installing new elevators; exterior painting; interior work in units where needed; new security system; and new roof. An application to HUD has been submitted for 1991-92 to modernize the 58 elderly units at Friendship Manor.

(Ref: Policy HG-E.2)

1990-95 Objective: Complete Easter Hill Village and Hacienda project modernization by 1992; Friendship Manor modernization by 1994.

Responsible Agency: Richmond Housing Authority

Program HG-38: SRO Unit Rehabilitation

Description: The City has an ongoing effort to work with owners of SRO units in Richmond to assist them in rehabilitating and preserving their properties, including providing rehab loan financing. This has not met with success due to apparent lack of interest on the part of owners. The City will continue to monitor the availability and condition of existing SRO units in Richmond in

collaboration with the Housing Authority and with Contra Costa Legal Services. The City will continue its efforts to encourage and assist SRO unit owners to rehabilitate their properties. Specifi-

cally, the City will explore the use of owner incentive refinancing and other programs to help finance the rehab of SRO units.

(Ref: Policy HG-E.3)

1990-95 Objective: Endeavor to preserve the existing stock of SRO units in Richmond through intervention and rehabilitation assistance, consistent with other City policies and programs.

Responsible Agency: Richmond Redevelopment Agency

Other Agencies: Richmond Housing Authority; Contra Costa Legal Services Foundation; local non-profit organizations assisting the homeless community

Program HG-39: Additional SRO Units for Homeless Persons

Description: Federal financing is available under the HUD Section 8 Moderate Rehabilitation Program for SRO Dwelling Units for Homeless Individuals. The Housing Authority is exploring the feasibility of rehabilitating and converting one or more vacant properties in Richmond to SRO type use, to be managed by a local non-profit services agency.

(Ref: Policies HG-E.3, HG-I.1)

1990-95 Objective: Obtain HUD, State, or private non-profit financing for a project providing additional SRO facilities.

Responsible Agency: Richmond Housing Authority

Other Agencies: Redevelopment Agency

GOAL HG-F Preserve and upgrade residential neighborhoods so that they are attractive, safe, retain their distinct identities, and promote a sense of community.

Program HG-40: Downtown Concentrated Rehabilitation and Improvement

Description: A program of concentrated code enforcement combined with housing rehabilitation loans and public improvements, focusing on the area west of 6th Street, south of MacDonald Avenue, and north of Bissell Avenue in the downtown Iron Triangle neighborhood. The City is working with the Iron Triangle Neighborhood Council (acting as a project committee) to expand the program area and to expedite the public improvements.

(Ref: Policy HG-F.1)

1990-95 Objective: Complete code inspections of 30 target area residences per year and provide loan assistance to 20 property owners per year.

Responsible Agency: Richmond Redevelopment Agency

Program HG-41: Neighborhood Services Liaison

Description: An ongoing program to promote and solicit community residents' participation in the Neighborhood Council system and the city-supported Crime Prevention and Community Drug Education programs.

(Ref: Policy HG-F.2)

1990-95 Objective: Increase the number of active neighborhood councils; sponsor workshops and training sessions for neighborhood councils; increase resident participation in the Crime Prevention program and the Community Drug Education program.

Responsible Agency: City Manager's Office

Program HG-42: City Housing Programs Marketing Program

Description: The City developed a marketing plan for its housing programs for implementation in late 1990. The program includes meeting with all active neighborhood councils to promote its housing assistance programs. Neighborhood meetings will be supplemented with mailings, door to door canvassing in select areas, and direct contacts with special ethnic group centers such as the Lao Family Center.

(Ref: Policy HG-F.3)

1990-95 Objective: Implement marketing plan by the end of 1991.

Responsible Agency: Richmond Redevelopment Agency

Other Agencies: City Manager's Office-Neighborhood Services Liaison

GOAL HG-G Ensure that existing residents are not involuntarily displaced as a result of housing stock upgrading and neighborhood preservation.

Program HG-43: Code Enforcement, Abatement and Relocation

Description: The City program provides State mandated enforcement of building and construction codes and enforcement of local requirements related to land use, zoning, health and safety. The City shall use demolition of substandard or dangerous buildings only as a last resort in the code enforcement and abatement process and only when the building conditions pose an imminent risk of harm to public health, safety, or welfare and when rehabilitation is economically infeasible. The City shall require and/or provide relocation benefits and assistance whenever tenants are ordered to vacate a substandard or dangerous building in connection with code enforcement and abatement activity.

(Ref: Policies HG-G.1, HG-G.2)

1990-95 Objective: Increase notices for correction/clean-up to 200 per year.

Responsible Agency: Public Works - Building Regulations Division

Other Agencies: Richmond Redevelopment Agency; City Attorney's Office; Contra Costa Legal Services Foundation

Program HG-44: Abatement of Substandard Buildings Project

Description: The project utilizes the City's abatement process to expedite the rehabilitation or abatement of select, severely substandard occupied rental housing structures in the City's CDBG target areas. Abatement actions are coupled with relocation assistance available to tenants, and rehabilitation loan assistance is offered to the absentee landlords. Sources for rehabilitation

loans include HUD Section 312 loan funds, which have not been readily available in recent years; Rental Rehabilitation Program funds, providing a maximum of only \$8,500 per unit; CDBG funds; and other city funds where available.

(Ref: Policies HG-G.1, HG-G.2)

1990-95 Objective: Conduct abatement (in most cases rehabilitation) of 120 units in substandard buildings. Provide relocation assistance and payments to an estimated 10 families per year, in the City's target area neighborhoods, who are displaced by code enforcement. (Note: the number of relocation cases is entirely dependent on the pace of abatement activity.)

Responsible Agency: Richmond Redevelopment Agency

Other Agencies: Public Works - Building Regulations; City Attorney's Office; Contra Costa Legal Services Foundation

Special Housing Needs

GOAL HG-H Make suitable housing available for residents with special needs such as elderly or disabled persons.

Program HG-45: City Compliance with Fair Housing Act Access Requirements

Description: The federal 1988 Fair Housing Act amendments contained new access requirements for disabled and physically handicapped persons. The City will review its building application review and permit process, and update it if necessary, to ensure that it complies fully with the new federal requirements. The Richmond Housing Authority will review its existing properties to ensure full compliance with the federal law access provisions relating to modifying of existing subsidized housing.

(Ref: Policy HG-H.1)

1990-95 Objective: City process reviewed and consistent with federal Fair Housing access requirements by mid-1991.

Responsible Agency: Public Works - Building Regulations Division

Other Agencies: Planning Department

Program HG-46: Second Units Program

Description: By exercising its authority to allow second units the City may enable elderly residents to extend the time they can live independently. The City will encourage shared equity schemes allowing elderly persons to stay in their house.

(Ref: Policy HG-H.2)

Responsible Agency: Planning Department

GOAL HG-I Ensure that temporary shelter and transitional housing is available.

See programs HG-7, HG-9, HG-16, and HG-39.

SUMMARY OF QUANTIFIED OBJECTIVES FOR 1990-1995

NEW CONSTRUCTION (units)

TYPE/ INCOME LEVEL	VERY LOW	LOW	MODERATE	ABOVE MODERATE	TOTAL
OWNERSHIP	40	250	650	1350	2290
RENTAL	105	105	600	100	910
TOTAL	145	355	1250	1450	3200

ASSISTED REHABILITATION & CONSERVATION (units)

	VERY LOW	LOW	MODERATE	TOTAL
REHABILITATION	275	445	15	735
CONSERVATION Abatement of Substandard Bldgs	50	50	-0-	100
Assisted Multifamily Rental Units At Risk*	136**	1005	-0-	1141
CONSERVATION SUBTOTAL	186	1055	-0-	1241
REHAB & CONSERVATION TOTAL	461	1500	15	1976

* Represents objective for preserving units at risk of converting to non-low income use (see Program HG-31 above)

** elderly units

NOISE ELEMENT

Legal Requirement

The California Government Code, Section 65302, provides that:

"The plan shall include the following...:

A noise element which shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines adopted by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

- (1) Highways and freeways.
- (2) Primary arterials and major local streets.
- (3) Passenger and freight on-line railroad operations and ground rapid transit systems.
- (4) Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.
- (5) Local industrial plants, including, but not limited to, railroad classification yards.
- (6) Other ground stationary noise sources identified by local agencies as contributing to the community noise environment."

The Noise Element includes the goals, policies, guidelines, text, and implementation programs contained herein, and the background material presented in the Technical Appendix.

The noise contours presented in the Technical Appendix shall be used as a guide for establishing a pattern of land uses and requiring mitigation measures that minimize the exposure of community residents to excessive noise. The noise contours are stated in terms of day-night average level (Ldn). For a discussion of noise characteristics and potential impacts on people, particularly relating to hearing loss, speech interference, sleep interference, physiological responses, and annoyance, refer to the Technical Appendix.

GOALS AND POLICIES

GOALS¹

Community Noises

NE-A Control the level of noise pollution in the community by preventing the development of incompatible land uses, rather than relying entirely on acoustical techniques after the fact, such as sound walls, buffers, etc. (XI)

Transportation

NE-B Reduce existing transportation related noises and minimize noise impacts of new transportation facilities. (XI)

Interagency Communication

NE-C Work with local, County and State agencies to reduce noise generated from sources outside the Planning Area. (IX)

NE-D Encourage other agencies developing within the Planning Area to reduce noise levels generated by roadways, railways, and other facilities. (IX)

POLICIES

Community Noises

- NE-A.1 Discourage development, where such development will significantly increase existing noise levels, unless mitigation measures are designed as part of the project to limit noise emissions to an acceptable level compared to the existing sound level.
- NE-A.2 Develop criteria establishing proper site planning and building orientation that will lessen noise intrusion and minimize noise elements.
- NE-A.3 Utilize the building code to establish standards which would require sound insulation to control sound transmission within and from outside structures.
- NE-A.4 Avoid land uses that place residential dwellings with "heavy" industrial and maritime uses. (Same as Land Use Element Policy LU-0.7)

¹Roman numeral in parenthesis () at the end of each goal refers to related General Goal listed in the Introduction on page I-2.

- NE-A.5 Continue to upgrade, where needed, emission guidelines for noise emitting land uses established in the City's noise ordinance.
- NE-A.6 Require new commercial and industrial developments with potential noise and vibration producing activities to provide noise study reports prepared by a qualified professional with demonstrated experience in noise control engineering.
- NE-A.7 Require new developments of proposed noise sensitive uses locating in noise impacted areas of Ldn 55 or greater to provide noise study reports prepared by a qualified professional with demonstrated experience in noise control engineering.
- NE-A.8 Investigate and mitigate or require mitigation of potential noise impacts on properties adjacent to public uses and facilities (e.g., outdoor sports activities at local schools).
- NE-A.9 Seek to limit the impact of nuisance noise sources upon noise-sensitive land uses and consider noise and vibration impacts in land use planning decisions.
- NE-A.10 Require parties responsible for noise producing sources or activities to limit noise which affects nearby noise-sensitive land uses.
-

Transportation

- NE-B.1 Work to mitigate transportation noise impacts through location and design of transportation facilities and location and design of noise sensitive uses. (Same as Circulation Element Policy CIR-B.15)
- NE-B.2 Continue to support traffic and highway improvements that will lessen noise or alleviate the need for through traffic, especially truck traffic, passing through residential neighborhoods. (Same as Circulation Element Policy CIR-B.16)
- NE-B.3 Regulate truck routes in the City to provide effective separation from residential or other noise-sensitive land uses.
-

Interagency Communication

- NE-C.1 Continue an exchange of information on noise generation with local, County, and State agencies.
- NE-C.2 Encourage California Department of Transportation (Caltrans) to institute noise reduction measures on existing and future freeways to lessen noise impacts on areas immediately adjacent to the freeway.
- NE-C.3 Encourage public agencies to ensure that their programs are consistent with those of the City as they relate to noise control.
-
- NE-D.1 Urge strict enforcement of current Federal railroad noise emission standards by the U.S. Department of Transportation.
- NE-D.2 Encourage local railway companies to reduce noise near residential areas.

IMPLEMENTATION PROGRAMS

Land Use Noise Compatibility Matrix.

The State of California requires each City and County to adopt a Noise Element as part of their General Plan. Such Noise Element must contain a Land Use Noise Compatibility Matrix. A recommended (but not mandatory) matrix is presented in the Guidelines for the Preparation and Content of the Noise Element of the General Plan, (California, 1990). The City has adopted this matrix and included it as part of this Element (See Figure NE-1).

COMMUNITY NOISES

Goal NE-A: Control the level of noise pollution in the community by preventing the development of incompatible land uses, rather than relying entirely on acoustical techniques after the fact, such as sound walls, buffers, etc.

Existing and proposed programs and actions designed to meet the policies of Goal NE-A include the following:

1. City will amend the existing nuisance ordinance or develop, as applicable, a noise ordinance based on Table NE-1 of the Noise Element to mitigate adverse impacts from noise. The noise ordinance should: (a) establish standards that specify acceptable limits of noise and vibration for noise-sensitive land uses through the City and include a 10 dBA lower night-time noise level requirement; (b) establish limitations on the hours of construction activity in residential areas; (c) include requirements for noise control measures for machinery on construction sites; (d) regulate and seek to reduce the impact of nuisance noise sources upon residential areas; (e) include provisions for regulating post-construction noise impacts; (f) include a provision to allow a project sponsor to meet with the Department of Public Works prior to the start of construction and determine an appropriate construction schedule to minimize construction noise impacts; and (g) require that, where noise-sensitive land uses are adjacent to construction activities that would last for a year or more, the developer construct temporary noise barriers that break the line of sight between the noise source and the receptor(s). (Note: When developing the City's noise ordinance, refer to the Section IV.L, Noise, of the Draft EIR for the General Plan and Zoning Ordinance Updates.)

2. City will continue to identify those existing residential areas which do not currently have adequate protection from transportation noise sources.
3. City will, through future developments and redevelopment, identify the most feasible means of providing acceptable interior and exterior noise levels for these areas.
4. City will require vibration impact studies for new development projects where vibration is anticipated or for projects constructed in areas where vibration is a potential problem.

FIGURE NE-1

STATE OF CALIFORNIA LAND USE NOISE COMPATIBILITY MATRIX

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE L_{dn} or CNEL, dBA					
	55	60	65	70	75	80
RESIDENTIAL LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES						
RESIDENTIAL - MULTI FAMILY						
TRANSIENT LODGING- MOTELS, HOTELS						
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES						
AUDITORIUMS, CONCERT HALLS AMPHITHEATERS						
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS						
PLAYGROUNDS, NEIGHBORHOOD PARKS						
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES						
OFFICE BUILDINGS BUSINESS COMMERCIAL AND PROFESSIONAL						
INDUSTRIAL, MANUFACTURING UTILITIES, AGRICULTURE						

INTERPRETATION

 NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

 CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

 NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirement must be made and needed noise insulation features included in the design.

 CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

5. City will require that new commercial or industrial projects desiring to locate near noise-sensitive land uses demonstrate compliance with the adopted City Noise Ordinance prior to project approval.
6. City will continue to upgrade the City's building code by complying with State and Federal noise insulation standards.
7. City will require, as part of the environmental review for specific projects, that sound barriers, such as noise walls, be constructed between industrial/commercial land uses and noise-sensitive land uses to minimize the impact.
8. City will require applicants to monitor ambient noise levels regularly at sensitive receptor locations to determine the effectiveness of noise abatement strategies.

TRANSPORTATION

Goal NE-B: Reduce existing transportation noise impacts through location and design of transportation.

Existing and proposed programs and actions designed to meet the policies of Goal NE-B include the following:

1. City will require use of alternative transportation routes where there is great impact on noise-sensitive land uses.
2. City will encourage the enforcement of State Motor Vehicle noise standards for cars, trucks, and motorcycles through coordination between the California Highway Patrol and City of Richmond.

INTERAGENCY COMMUNICATION

Goal NE-C: Work with local, County and State agencies to reduce noise generated from sources outside the Planning Area.

Goal NE-D: Encourage other agencies developing within the Planning Area to reduce noise levels generated by roadways, railways, and other facilities.

Existing and proposed programs and actions designed to meet the policies of Goals NE-C and NE-D include the following:

1. City will continue to work with Caltrans to ensure construction of protective barriers adjacent to impacted residential areas which are existing prior to construction or improvement of freeways in Richmond.
2. City will continue to be receptive to transportation programs developed by other agencies to reduce noise transportation impacts.
3. City will verify, as necessary, if Santa Fe and Southern Pacific Railroads are in compliance with current federal noise emission standards.

OPEN SPACE AND CONSERVATION ELEMENT

Legal Requirement

The conservation element addresses the conservation, development, and use of natural resources including water, forests, soils, rivers, and mineral deposits. The open-space element details plans and measures for preserving open space for natural resources, the managed production of resources, outdoor recreation, public health and safety, and the identification of agricultural land. In that many of the requirements of the conservation element are interconnected with the items covered in the open space element, the City of Richmond has elected to combine the two into a single element of the General Plan. The Open Space and Conservation Element includes the goals, policies, guidelines and implemetation programs contained herein, and the background material presented in the Technical Appendix.

The Open Space area of the city can be divided into five general land use areas. These are Preservation/Resource Areas, Recreation Lands, Archaeological and Cultural Resources, and Other. **(Note: See the Land Use Element for complete definitions of these land use designations and their sub-categories).**

The fifth area, Open Space for Public Health and Safety, which is not found in the Land Use Element, includes areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds and areas presenting high fire risks. These areas are indicated on maps in the Technical Appendix and defined in the Glossary at the end of this volume.

Conservation Element.

The California Government Code, Section 65302, provides that:

"The plan shall include the following...

A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. That portion of the conservation element including waters shall be developed in coordination with any county wide water agency and with all district and city agencies which have developed, served, controlled or conserved water for any purpose for the county or city for which the plan is prepared."

The conservation element may also cover:

- (1) The reclamation of land and waters.
- (2) The prevention and control of the pollution of streams and other waters.
- (3) Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.
- (4) Prevention, control, and correction of the erosion of soils, beaches, and shores.
- (5) Protection of watersheds.
- (6) The location, quantity and quality of the rock, sand, and gravel resources.
- (7) Flood control.

Open Space Element.

The California Code, Article 10.5 (commencing with Section 65560).

(a) "Local open-space plan" is the open-space element of a county or city general plan adopted by the board or council, either as the local open-space plan or as the interim local open-space plan adopted pursuant to Section 65563.

(b) "Open-space land" is any parcel or area of the land or water which is essentially unimproved and devoted to an open-space use as defined in this section, and which is designated on a local, regional or state open-space plan as any of the following:

(1) Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.

(2) Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of ground water basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.

(3) Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams, trails, and scenic highway corridors.

(4) Open space for public health and safety, including, but not limited to, areas which require special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.

GOALS AND POLICIES

GOALS¹

- OSC-A Preserve environmental conditions that, if disturbed, would destroy important wildlife habitats and valued natural features. (VI)
- OSC-B Protect open water, mudflats and all tidelands and riparian woodlands to the maximum extent feasible from unnecessary Bay fill and dredging. (VI)
- OSC-C Preserve and enhance the marshes and tidelands. (VI)
- OSC-D Protect and preserve the natural mineral resource areas should future needs make extraction of these minerals desirable. (VI)

(Note: Three areas in the west part of Richmond have been recognized as having mineral resources which have statewide or regional significance. Refer to the Open Space and Conservation Map and the Technical Appendix for discussion of the areas.)

- OSC-E Provide a legacy of the history, archaeology and culture of the area for present and future residents. (VI)
- OSC-F Preserve the natural topographical form of the Berkeley Hills, San Pablo Ridge, El Sobrante Ridge, Point Potrero and San Pablo Peninsula. (VI)

¹Roman numerals in parenthesis () at the end of each goal refers to related General Goal listed in the Introduction on page I-2.

- OSC-G Utilize for regional recreation purposes the sloping lands and shoreline vistas on San Pablo Peninsula north of the San Rafael Bridge. (VI)
- OSC-H Preserve and enhance the potential landmark character of all creeks. (VI)
- OSC-I Strictly control runoff from new development, particularly on San Pablo and Wildcat Creeks, to prevent flooding, erosion, and destruction of natural waterways, to reduce public costs for flood control work, and to preserve scenic quality. (VI)
- OSC-J Reduce the need to import water and the environmental damage caused by water importation. (VI)
- OSC-K Protect the groundwater supply from depletion or pollution in order to ensure an emergency source of water in case of natural or other disaster. (VI)
- OSC-L Assist, through local regulatory means, in improving the quality of Bay water to a standard pure enough to use for water contact sports and edible shellfish. (VI)
- OSC-M Develop and implement a new stormwater pollution control program that will protect water quality in the City's waterways and the San Francisco Bay from stormwater discharges. (VI)
- OSC-N Prevent development in areas where landslides cannot be adequately repaired. (VI)
- OSC-O Preserve, enhance and expand sites for public access to the Bay in accord with the Bikeways and Trails Circulation Plan. (VI)
- OSC-P Preserve the air quality so that air pollution levels do not threaten public health and safety. This will apply not only to the local area, but to potential sources of pollution originating in though not impacting the City of Richmond. (VI)
-
- OSC-Q Preserve natural open-space areas for visual open space, nature study, community shaping, conservation of natural resources, and conservation of native plant and animal communities. (VIII)

OSC-R Keep, at least as an interim measure, the agricultural use of lands such as commercial nurseries and grassland (grazing). (VIII)

OSC-S Establish public routes that enhance non-motorized circulation and that complement the City's Circulation Plan. (VIII)

OSC-T Ensure the comprehensive planning of regional open space.
(IX)

POLICIES

OSC-A.1 Preserve habitats shown to be necessary for the preservation of rare and endangered plants and animals.

OSC-A.2 Preserve unique plant communities and wildlife habitats. These include:

- (1) Particularly good examples of typical area habitats, which can be used for classroom study purposes. For example, the mixed evergreen woodland in Wildcat Canyon and the marsh areas at the mouths of San Pablo and Wildcat Creeks.
- (2) Habitats which are unique or rare in the Planning Area, such as the native grassland community on Brooks Island.

OSC-A.3 Minimize removal of vegetation in all new developments. In particular, the cutting of mature native woodland trees, especially on unstable slopes and in creek beds, should be controlled.

OSC-A.4 Encourage planting of new vegetation, especially of native plants, where such plantings would help to define important areas and features, such as public buildings, parks, creeks and coastline.

OSC-B.1 Discourage filling, dredging and/or development that would have a significant adverse impact on the biological productivity or aesthetic character of the physical features of the area.

OSC-B.2 Require mitigation measures to avoid any detrimental impacts of development on the biological productivity or aesthetic character of open water, marsh, mudflat or tideland.

OSC-C.1 Ensure that existing open water, marsh, mudflat and tideland areas will be protected to the maximum extent feasible.

OSC-C.2 Require all new waterfront development, and encourage existing waterfront development, to provide a reasonable degree of buffering between such development and adjacent marsh and mudflat areas. (Buffering size should be determined in consultation with State Department of Fish & Game and other relevant agencies).

OSC-D.1 Encourage the state, or other appropriate agency, to conduct and maintain the following:

(a) Project the need for minerals based on future population growth.

(b) Designate areas of critical importance as mineral resources.

OSC-D.2 Allow extraction of mineral resources (primarily from rock formations suitable for producing crushed rock for construction purposes) where it can be done without creating significant noise, dust traffic, or visual impacts on surrounding areas.

OSC-D.3 Recognize the mineral resources which have been classified and/or designated by the State Mining and Geology Board as having statewide or regional significance and conserve them to meet the future needs of mineral resources within the region.

OSC-D.4 Protect the mineral resources which have been classified and/or designated mineral resources from urban encroachment and development incompatible with mining.

OSC-D.5 Examine undeveloped lands which may be recognized in the future as possessing mineral resources of statewide or regional significance to determine the feasibility of conserving those lands for future mineral extraction.

- OSC-D.6 Require buffers, vegetation, water treatment, dust control, and other measures as deemed necessary to protect the physical and social environment where mineral extraction will be carried out.
- OSC-D.7 Require revegetation of land used for mineral production and either restoration of the land to its original condition, or improvement for appropriate use after mineral extraction has been completed.
- OSC-D.8 Limit construction in areas adjacent to designated mineral resource areas to those uses that will not be impacted by significant noise, dust, traffic, or visual impacts of mining operations.
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- OSC-E.1 Require archaeology reconnaissance surveys for all projects within an archaeological sensitivity area. When cultural resources are located, measures to deal with the historic resource shall be recommended by a qualified archaeologist (Archaeological Sensitivity areas are identified on the Archaeology map prepared by California Archaeological Consultant, 1981, and is on file in the Planning Department).
- OSC-E.2 Protect notable historic, archaeological, and cultural sites from destruction.
- OSC-E.3 Support formulation of a plan for interpretive facilities on specific sites. Sites near local and regional recreation areas should be preferred. Sites should be included in parks, trails, and other facilities whenever possible.
- OSC-E.4 Require new development adjacent to historical sites to incorporate design elements so as to complement the character of the surrounding historical structures. (Same as Land Use Policy LU-A.4)
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- OSC-F.1 Protect the predominantly natural character of the hills and ridges listed in Goal OSC-F by regulating height, color, material and siting of structures, amounts of cut and fill, placement of utility crossings, and removal of vegetation.
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- OSC-G.1 Protect the vista points shown on the Inventory of Visual Forms, Technical Appendix for the Richmond General Plan.
- OSC-G.2 Whenever possible, vista points should be purchased and included in a trail system, scenic highway or park. If they occur along major roads, overlooks should be provided.
- OSC-G.3 Views corridors of the Bay, the hills and other features should be protected through controls on the siting and height of buildings. (See related Circulation Element Policy CIR-B.12)
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- OSC-H.1 Prohibit development that is potentially destructive to the natural qualities of the creeks and is not necessary for flood control.
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- OSC-I.1 Adopt flood control systems which maintain the natural qualities of the creeks as much as possible. (See also Community Facilities Element Policy CF-H.7)
- OSC-I.2 Preserve stream beds, water courses and channels in their natural state except where needed for flood and erosion control. (See also Community Facilities Element Policy CF-H.7)
- OSC-I.3 Control soil erosion to prevent flooding and destruction of natural waterways, to maintain water quality, to reduce public costs for flood control works, and to prevent damage to construction sites. (See also Community Facilities Element Policy CF-H.7)
- OSC-I.4 Prevent creek bank erosion, preserve wildlife habitat, protect the scenic quality of the creeks, and secure public access to the natural waterways. See Watersheds & Surface Waterways Map, Technical Appendix for the Richmond General Plan. (See also Community Facilities Element Policy CF-H.7)
-
- OSC-J.1 Greatly expand reclamation of waste water. Such water should be utilized by all appropriate users, in particular by industry (e.g., Chevron Refinery and Richmond Rod and Gun Club).

- OSC-J.2 Support all reasonable measures that would encourage reduced per capita water use. (See related Community Facilities Element Policy CF-H.1)
- OSC-J.3 Encourage new development in areas already served by water tanks or reservoirs to minimize costs of public services, increase water conservation and preserve open space.
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- OSC-K.1 Reject any development proposals which would deplete or degrade the groundwater supply.
- OSC-K.2 Restrict construction of impervious surfaces in streambeds, which are essential to groundwater recharge. See Watersheds & Surface Waterways Map, Technical Appendix for the Richmond General Plan.
- OSC-K.3 Prohibit underground disposal of liquid wastes.
- OSC-K.4 Determine whether damage to the aquifer might result if dredging is proposed.
- OSC-K.5 Provide for the monitoring and protection of groundwater through environmental reviews.
- OSC-K.6 Publicize the location of wells for use during an emergency in disaster plans. (Same as Community Facility Element Policy CF-H.2)

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- OSC-L.1 Prevent deterioration of water quality and danger to public health by requiring all new developments to hook up to existing sewage systems.
- OSC-L.2 Ensure that appropriate measures, such as the provision of pump-out stations, on-shore toilet and refuse facilities hook-ups to the City's sewage system for houseboats, and the creation of good housekeeping regulations, are incorporated into the design and operation of the marinas so that the marinas will have the least possible adverse impact on water quality.
- OSC-L.3 Support and encourage efforts of the San Francisco Bay Regional Water Quality Control Board to attain the Goal OSC-L by taking into consideration the following:
- (a) Existing standards for municipal and industrial liquid waste disposal.

- (b) Pollutants generated by storm water runoff.
- (c) The degree of sewage treatment as well as the level of maintenance to reduce infiltration through leaks in sewage lines that are being provided by local agencies.
- (d) The capability of local sanitary districts to extend sewer lines to unsewered but developed areas where waste disposal problems have developed, particularly in parts of El Sobrante.
- (e) Plans for consolidation of local sewage facilities and the timing of such improvements to minimize costs.

(See related Community Facilities Element Policy CF-H.6).

OSC-M.1 Improve the City's sewage collection system so as to minimize the impact of stormwater on the sewage treatment plant.

OSC-M.2 Protect the City's waterways and the Bay from run-off containing high concentrations of pesticides and fertilizers.

OSC-N.1 Require as a minimum for all hillside construction the recommended guidelines listed in the Recommended Guidelines for Geotechnical Investigations Table OSC-1. (Same as Safety Element Policy SF-A.13)

OSC-N.2 Conduct site specific geotechnical studies on a case by case basis on projects proposed to be built on or adjacent to inactive bedrock faults. These areas may represent geologic anomalies that could contribute to slope instability or other problems. (Same as Safety Element Policy SF-A.14)

OSC-O.1 Provide access to shoreline parks, by public transportation, hiking trails, and biking trails, for those who do not own automobiles, to ensure that all residents are able to utilize the shoreline parks. (Refer to Circulation Map 2 of 2)

- OSC-0.2 Urge the development of public access points in order to make Richmond's open space visible to large numbers of people.
- OSC-0.3 Encourage free public access in areas of proposed shoreline development.
- OSC-0.4 Encourage free public access to the Bay, even in limited amounts, in areas of existing development.
- OSC-0.5 Provide for maximum feasible access to the Richmond Shoreline.
- OSC-0.6 Establish specific open corridors as links between Richmond's most urbanized areas and the waterfront.
- OSC-0.7 Encourage and support the development of regional trails and scenic drives interconnecting the shoreline and hill areas.
- OSC-0.8 Provide access to open space areas, not designated as habitat protection areas, for all residents.
- OSC-0.9 Link all park and open space lands along the shoreline from Marina Bay to Point Isabel into the Bay Trail and the Shoreline State Park.
- OSC-0.10 All developed open space features should incorporate design standards for the handicapped.

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- OSC-P.1 Only approve projects that will comply with applicable regulations and will not exceed air quality standards.
 - OSC-P.2 New developments should not subject residents to objectionable odors or other nuisances (e.g., dust).
 - OSC-P.3 Ensure that developers and businesses work with regional, state and federal agencies to meet air quality standards.

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- OSC-Q.1 Conserve those natural wildlife habitats which support native species of plants and animals.
 - OSC-Q.2 Encourage open space in the urban scene.

OSC-Q.3 Consider lands in areas with high development constraints and high visual importance to the community for open space designation.

OSC-Q.4 Encourage developers to provide dedicated public park land, trails and facilities instead of in lieu fees. (Same as Community Facilities Policy CF-D.2)

OSC-R.1 Encourage continuation of commercial nurseries as an agricultural use in the Planning Area, at least as an interim use. This includes, but is not limited to, the area between Parchester and North Richmond which will provide important open space until it is more intensively developed.

OSC-R.2 Permit an owner of grazing land, who wishes to retain the land for grazing purposes, to place it in the Agricultural Preserve Program and thus avoid payments to urban taxing districts (e.g. sewage treatment and local parks).

OSC-S.1 Establish commercial recreation uses at appropriate locations.

OSC-S.2 Establish right-of-way for the Bay Trail and the Bay Area Ridge Trail (as referenced in the EBRPD Master Plan as the Kennedy Grove to El Sobrante Trail) in cooperation with the EBRPD and the respective trail councils.

OSC-S.3 Encourage development of special facilities to provide public access where ordinary trails and paths are impractical or where free public access would create a safety hazard.

OSC-S.4 Protect hiking and biking paths from conflicts with motorized vehicles to the greatest extent possible.

OSC-S.5 Provide public access where a local or regional trail is planned or located.

OSC-S.6 Promote the development of regional and local urban trails and collaborate with regional, County, and other local public agencies and with nonprofit and private groups to develop urban trail systems. (Same as Community Facilities Element Policy CF-A.8)

OSC-S.7 Develop a network of trails linking residential areas with parks, schools, open space, shopping, and various public facilities.

OSC-T.1 Coordinate county and regional open space and recreation planning with applicable agencies.

OSC-T.2 Work with cognizant agencies to prevent sediments and other pollutants from entering the reservoirs or local waterways.

OSC-T.3 Assist public resource and park agencies in acquiring or preserving unique natural areas as determined through the environmental review process, subsequent environmental study, and/or as identified through independent assessment by a qualified biologist on a case-by-case basis. High priority should be given to acquiring sites near or adjacent to schools.

AREA SPECIFIC GUIDELINES

SHORELINE AREAS

West Shoreline

1. Evaluate any proposals for the use of San Pablo Peninsula, Point Pinole, and the waters around Castro Rocks with attention to their effects on the deer population, the Monarch Butterfly and the Harbor Seal, respectively.
2. Consider phasing out, reshaping, and revegetating existing or former quarries at Potrero Point and San Pablo Peninsula where specific locations are determined to be unsuitable for any further extraction of crushed rock products. The San Pablo Peninsula is unusually important because it serves as a backdrop and gateway to Richmond.
3. Urge that the tank farm areas on San Pablo Peninsula, whose secondary function is as open space, retain the natural topographic features and vegetation as much as possible.
4. Urge property owners to utilize the services of expert landscape architects in the siting of additional tanks to protect the form of the San Pablo Peninsula.
5. Establish a public access trail plan line, including Class 1 separated pedestrian and bicycling facilities, from Point Richmond around the Potrero Peninsula utilizing the Sante Fe railroad tunnel and right-of-way to Ferry Point, through Brickyard Cove and Seacliff Estates to Canal Boulevard and along Canal Boulevard to Cutting Boulevard (as shown on Circulation Plan Map 2 of 2).
6. Establish a public access trail from Point Richmond to Point San Pablo including a pedestrian trail from Keller Beach to the Richmond-San Rafael Bridge and a bicycling trail from I-580 along Western Drive to the tip of Point San Pablo (as shown on Circulation Plan Map 2 of 2).
7. Require the dedication of a public park as part of the specific plans for Ferry Point. If East Bay Regional Park District (EBRPD) has sufficient funds to acquire the Ferry Point site, encourage them to acquire it for park use.
8. If and when released by the Navy, encourage the reuse of Winehaven buildings as a conference center or similar use, possibly under the auspices of EBRPD.
9. An overlook park is designated for Point San Pablo and should be improved with a turnout off Western Drive.

South Shoreline

POINT ISABEL:

1. Preserve the wildlife value of the open water south of Brooks Island and between Brooks Island and Point Isabel by discouraging filling or dredging there.
2. Initiate and carry through coordinated planning to provide public access at points along Richmond's southern shoreline, from Point Isabel to and including the Marina Bay.
3. Require, as a condition of development, provision of a pedestrian and bicycle link along the shoreline should any of the Point Isabel area shoreline be developed for other than park use. Devise public incentives and controls wherever possible for maintenance of private open space. Permit public access only to the edges of adjacent marshes along this trail.
4. Establish a public access trail including Class 1 separated pedestrian and bicycling facilities as feasible, from the Albany City limit around Point Isabel to the Point Isabel Shoreline Park, then along the abandoned Santa Fe right-of-way to Meeker Slough and the new trailhead at South 46th or 32nd Street.
5. Promote and encourage the dedication of a trailhead at the end of South 46th or South 32nd Street as part of the University of California Field Station master plan.
6. Establish a public access trail plan line, including pedestrian and bicycling facilities as feasible, from the new trailhead at the foot of South 46th or South 32nd Street along the street and across a pedestrian bridge over the Knox Freeway to Eastshore Park.
7. Support efforts of the East Bay Regional Park District to establish an uninterrupted stretch of shoreline access within the Point Isabel Area.
8. Protect the hike/bike path from physical and visual intrusion by all forms of motorized vehicles to the greatest extent possible. Encourage provision of motor vehicle access at Point Isabel, the UC Field Station, and Marina Bay, with use of the trail itself restricted to pedestrians and bicycles.
9. Establish specific view corridors as links between Richmond's most urbanized areas and the waterfront.

10. Designate the marsh and wetland areas between Pt. Isabel and Marina Bay as a preservation area. (See Open Space and Conservation Map and Wetland and Marsh Area Map, Technical Appendix for the Richmond General Plan).
11. Protect open water, mudflats and all tidelands to the maximum extent feasible. Discourage filling dredging, and all development that would have a significant adverse impact on the biological productivity or aesthetic character of the physical features of these areas. Any development which does adversely impact the biological productivity or aesthetic character of open water, marsh, mudflat, or tideland should provide mitigation measures to offset the detrimental impact.

A specific industrial project for a tideland area north of Point Isabel owned by the Catellus Corporation (formerly Santa Fe Land Improvement Company) has been determined to be exempt from BCDC permit requirements. Unless the specific plans for this project are followed by Catellus, the jurisdictional exemption will cease. The U.S. Army Corps of Engineers still maintains jurisdiction over this area and any fill proposal would require a permit from the Corps. Therefore, the above policy can only be implemented for this area at such time as BCDC re-acquires permit jurisdiction.

MARINA BAY:

1. Designate the small marsh adjacent to the bayside shoreline near the southeastern boundary of the Marina Bay Area as a wildlife habitat and incorporate into the beach proposed along the shoreline. Establish measures in the design of the shoreline that will protect the marsh area from unrestricted public use (See Open Space and Conservation Map).
2. Initiate and carry through coordinated planning to provide public access at points along Richmond's southern shoreline, from Point Isabel to and including the Marina Bay.
3. Encourage provision of motor vehicle access at Point Isabel and Marina Bay, with use of the trail itself restricted to pedestrians and bicycles.
4. Establish a public access trail plan line, including pedestrian and bicycling facilities, along Marina Way to the southeast tip of the Ford Peninsula and along the channel to the proposed park at the southwest corner of the Peninsula.
5. Permit, consistent with the adopted design guidelines and criteria specified in the Appearance and Design policies and the fill policies of the Bay Plan and McAteer-Petris Act,

fill in the Marina Bay Area for the following: berthing slips, structures which house facilities necessary for the operation and maintenance of small craft vessels, such as fuel docks, sewage pumping docks and boat hauling facilities; breakwaters, rip rap or other improvements necessary to control tidal action into the basin, improve shoreline appearance and provide public access; commuter ferry; and water-oriented commercial uses such as restaurants and public assembly uses.

6. Permit fill for water-oriented commercial recreation and public assembly uses only when:
 - a. the fill is on pile-supported structures or is cantilevered over the water;
 - b. the fill is the minimum necessary;
 - c. the fill provides substantial public access and new bay surface area, at least equal to the fill area used for water-oriented commercial recreation and public assembly;
 - d. the structures for which fill is to be used are located substantially on land; and
 - e. an area of solid Bay fill, pile-supported structures or piers equal to or greater than the area of new fill is removed within the area covered by this policy document.

(Comment: This policy changes Amendment No. 1-71 to the Bay Plan as it pertains to the area covered by this policy document by allowing commercial recreation fill credit for removing solid fill, in addition to removing pier area as contemplated under Amendment No. 1-71.)

7. Provide access for pedestrians and bicyclists around the shore of the basin and the Bay.

See also LU Element pages 26-33.

SANTA FE CHANNEL AREA:

1. Establish a public access trail plan line, including pedestrian and bicycling facilities, along Marina Way to the southeast tip of the Ford Peninsula and along the channel to the proposed park at the southwest corner of the Peninsula.
2. Establish a park at the southwest corner of the Ford Peninsula.

3. Require waterfront developments, as part of any project approval process, to provide the maximum feasible public access to the shoreline consistent with the project, with adequate links to inland areas.

BROOKS ISLAND:

1. Protect open water, mudflats and all tidelands to the maximum extent feasible. Discourage filling, dredging, and all development that would have a significant adverse impact on the biological productivity or aesthetic character of the physical features of these areas. Any development which does adversely impact the biological productivity or aesthetic character of open water, marsh, mudflat, or tideland should provide mitigation measures to offset the detrimental impact.
2. Establish the natural shorelines of Brooks Island, the breakwater extending westward from the Island and Bird Island as permanent island shorelines beyond which filling shall be discouraged.
3. Ensure that the spoils from maintenance dredging of Point Potrero Reach are disposed of properly, and are not added to Brooks Island or the breakwater.

North Shoreline Area

See North Richmond Shoreline Area Specific Plan

1. Evaluate any proposals for the use of San Pablo Peninsula, Point Pinole, and the waters around Castro Rocks with attention to their effects on the deer population, the Monarch Butterfly and the Harbor Seal, respectively.
2. Promote replanting and maintenance of creek banks along the improved flood channels of Wildcat and San Pablo Creeks with native plant species.
3. Establish a public access trail, including pedestrian and bicycling facilities, from Canal and Cutting Boulevards north to Point Pinole Regional Park.
4. Require a setback from San Pablo and Wildcat Creeks for new structures. The size of the setback will be developed through site development review in conjunction with responsible agencies (e.g., Department of Fish and Game, Flood Control District). Lands within these setback areas shall reinforce habitat values and/or trail setting of the adjacent flood control project of these creeks.

5. Require setbacks within shoreline areas to protect wetlands designated by State or Federal regulatory agencies and to provide public access as appropriate. The size of the setback or mitigation will be developed in conjunction with all affected agencies.
6. Require special geotechnical studies and construction techniques in areas of potential seismic or geological hazards (e.g., Alquist-Priolo Special Study Zone, high liquefaction, and reclaimed wetland areas).

CITY CENTER

See City Center Specific Plan

KNOX FREEWAY/CUTTING BOULEVARD CORRIDOR

See Knox Freeway/Cutting Boulevard Corridor Specific Plan

EL SOBRANTE VALLEY

1. Require special geotechnical studies and construction techniques for all occupied structures in the El Sobrante Valley. See Table OSC-1, Recommended Guidelines for Geotechnical Investigations, on page OSC-23.
2. Require all proposed development on land adjacent to East Bay Regional Park District (EBRPD) and East Bay Municipal Water District (EBMUD) land to provide connecting linkages, accessible by the general public.
3. Review proposed developments in terms of scale, bulk, height, color and materials to insure that they blend with rather than dominate the natural characteristics of the site.
4. Review proposed road locations to insure minimum grade disturbance and minimum cut-and-fill activity, particularly in those areas most visible due to slope, topographic, or other conditions.
5. Design hillside properties so that utility crossings and vegetation removal do not excessively disrupt the visual quality of the landscapes.
6. Design development to hold rainfall on site and allow it to percolate into the ground rather than run off rapidly causing damage to waterways and channels.
7. In consultation with the State Department of Fish and Game require a setback from the top of all creek banks for new structures. The State Department of Fish and Game typically requests a 100-foot minimum setback, from top of bank for streambed alteration permits.

8. Design projects so that damage to significant trees and other visual landmarks is minimized to the greatest extent practicable.
9. Conduct appropriate surveys in habitat areas suspected to house rare or endangered species to establish if the species actually inhabit the area. Surveys must be conducted during appropriate months when species may be in evidence. Where rare or endangered species are found, development should be designed to avoid any direct or indirect impacts on the habitat area.
10. The planting of native trees and shrubs should be encouraged to the greatest feasible extent in order to preserve the visual integrity of the landscape, provide habitat conditions suitable for native wildlife, and insure that a maximum number and variety of well-adapted plants are sustained in urban areas.
11. Areas known to have an unusually high risk of fire should only be used for homes, schools, or public buildings if adequate means of fire prevention and control are provided.
12. Existing trail head parking and trail access to Wildcat Canyon Park should be kept open for the community. Additional trail access and parking for cars and horse trailers should be added as new development occurs.
13. Require an easement for the Bay Area Ridge Trail on lands located between Kennedy Grove Regional Recreation Area and Sobrante Ridge Regional Preserve through the development review process.
14. Applicants should work with the East Bay Regional Park and the East Bay Municipal Utility Districts to establish a scenic or open-space easement (i.e., buffer zone) between proposed developments and public lands to mitigate potential visual and urban impacts.
15. The development of any structures, dwellings, private yards or roadways should be prohibited within the scenic or open space easements agreed to by a developer and the EBRPD and/or EBMUD and approved by the city.
16. A landscaped buffer zone, including attractive fences wherever necessary to provide privacy and security, should be provided between new developments and existing residences.

17. Support the intent of the Briones Hills Agricultural Preservation Area compact.

(The compact states that the jurisdictions voluntarily agree not to annex any lands within the 64 square mile area for the purposes of allowing urban development. This rural area includes large properties owned privately or by either the EBMUD or the EBRPD. This plan anticipates that the area will remain in public and agricultural use during the planning period.)

Guidelines for Geotechnical Investigations

For the purpose of the General Plan update a special geotechnical study of the El Sobrante Valley was completed by Alan Kropp & Associates, Inc. The study entitled "Geotechnical Data Collection and Review, El Sobrante Valley Area, Richmond, California" (December 1991) did not include any new soil testing. An abbreviated form of the Study is included at the end of Section B of Volume II of the Richmond General Plan. The complete Study is on file in the Planning Department.

Based on recommendations contained in the Study, Table OSC-1 presents recommended guidelines for geotechnical investigations required for proposed developments within the El Sobrante area. These recommendations are based on the percent of slope of the original ground surface as indicated on Figures OSC-1 (a-f) and the presence of landslides, as indicated on Figures OSC-2 (a-f). (For further explanation of the Table, please refer to Volume II of the Richmond General Plan or the complete Study.)

Map Preparation

For the El Sobrante Geotechnical Study, a topographic base map for the El Sobrante Valley was prepared by Ackland International, Inc. using the existing U.S. Geological Survey 7.5 minute quadrangle maps. The maps covering the area are the Richmond and Briones Valley quadrangles which are at an original scale of 1:24,000 or 1 inch to 2000 feet (USGS, 1959; photorevised 1980). These maps were spliced together and photographically enlarged to generate a base map for the area at a scale of about 1:7200 or approximately 1 inch to 600 feet, corresponding to the scale of the existing Contra Costa County parcel base maps. These maps were each separated into six smaller maps in order to provide 8 1/2 inch x 11 inch reproducible maps for the oversize figures. These maps are at a scale of 1 inch to 1000 feet and are labeled as Figures OSC-1 (a-f) and Figures OSC-2 (a-f), respectively, according to the key indicated on each sheet.

The Topographic Constraints Map presented as Figure OSC-1 (a-f) was generally developed through direct analysis of the topographic information provided on the base map. Slope

variations and prominent ridges and spurs were considered to be the main areas of interest.

The El Sobrante Valley was divided into four slope categories based on percent slope measured vertically to horizontally: 0% to 15% ("Gentle"), 15% to 30% ("Moderate"), 30% to 50% ("Moderately Steep"), and over 50% ("Steep"). The slope information is intended to serve as a planning aid and is a key to the policies in the General Plan. The mapping of the slope variations is limited by the accuracy of the original source topography and does not identify localized areas of slope changes such as steep banks along stream channels or where previous grading and natural processes may have altered the landscape.

The locations of prominent ridges and spurs were generally plotted down to the 300 foot elevation contour wherever possible. Since these areas are most likely underlain by more competent and stable bedrock units that are least susceptible to erosion and mass wasting processes, they are typically located between drainage swales and possible landslide areas. Therefore, no ridges or spurs were plotted within the areas of possible or confirmed landslide activity discussed below.

Table OSC-1

Recommended Guidelines for Geotechnical Investigations

El Sobrante Valley Geotechnical Study Area

Stability Category (← decreasing stability)	SITE CONDITIONS (See Figures 1 and 2)	Scope Items for Geotechnical Studies (May not be limited to these items)										Special Geotechnical Considerations (See text for discussion)										REMARKS (See text for additional comments)
		Consultation with Eng. Geologist/ Geologic Reconnaissance	Review Published Data	Review Data from City/County	Surface Reconnaissance	Examination of Aerial Photographs	Check Special Considerations	Subsurface Exploration	Laboratory Testing	Calculations and Analyses	Report Preparation	Site Drainage	Access Constraints	Previous Grading	Expansive Soils	Soil Creep	Seeps and Springs	Stream Channels	Swales and Ravines	Proximity to Landslides	Proximity to Steep Slopes	
1	Site located on gentle slope, no landslide present		○	?	○	?	○	○	○	○	○	■	?	□	■		□	■	□	□	□	Normal soil report requirements applicable and usually adequate; expansive soils critical issue.
2	Site located on moderate, moderately steep, or steep slope, no landslides present	?	○	?	●	○	○	○	○	○	○	■	□	□	■	■	□	?	□	■	□	Normal soil report requirements applicable; soil creep and expansive soils critical issues; check access constraints; Engineering Geologist may be required for large parcels or very steep sites.
3	Site located on gentle slope, landslides present	○	○	○	●	●	●	●	●	●	■	■	■	■	?	□	□	?	N/A	□	Detailed soil report required; geologic studies likely required (e.g., large parcels, complex sites); special subsurface exploration techniques may be needed to assess conditions.	
4	Site located on moderate, moderately steep, or steep slope, landslides present	○	○	○	●	●	●	●	●	●	■	■	□	□	■	□	?	■	N/A	□	Detailed soil report required, geologic studies likely required (e.g., large parcels, complex sites); check access constraints; may need special subsurface exploration techniques.	
Special case	Site located within 100 feet of fault	●	○	○	○	○	○	?		○	←					N/A	→			Table provides minimum recommendations for geologic study, more detailed geologic study may be required; special considerations addressed in soil report.		

KEY

- (blank) Item may not necessarily be required.
- ? Item may be required for some sites
- Item where normal level of effort required
- Item where thorough and intensive effort required.

KEY

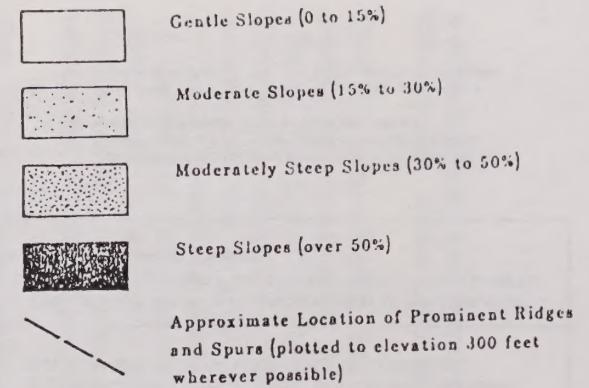
- (blank) May not necessarily require special consideration
- ? May be a consideration on some sites if conditions present.
- Usually a consideration when condition present, may be critical on some sites.
- Always a consideration when condition present, may be critical issue
- N/A Not applicable

NOTES

- Dual symbols given for items where more effort needed as a function of the size of the parcel, the nature of the project, and/or the complexity of the geologic environment
- This table is only a planning aid, more or less study may be required on each given site. See text for additional discussion.

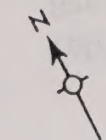


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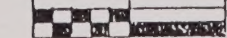


NOTES:

1. The mapped locations of indicated slope areas are approximate and are limited to the accuracy of the original USGS base map. Significant variations may occur.
2. The indicated slope areas, ridges and spurs are based on the ground surface contours as plotted on the original United States Geological Survey base map and do not necessarily reflect changes in the surface contours resulting from construction activity or natural processes.

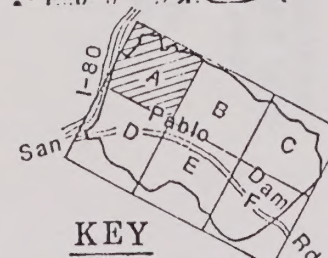


0 500 1000 feet



Approximate Scale

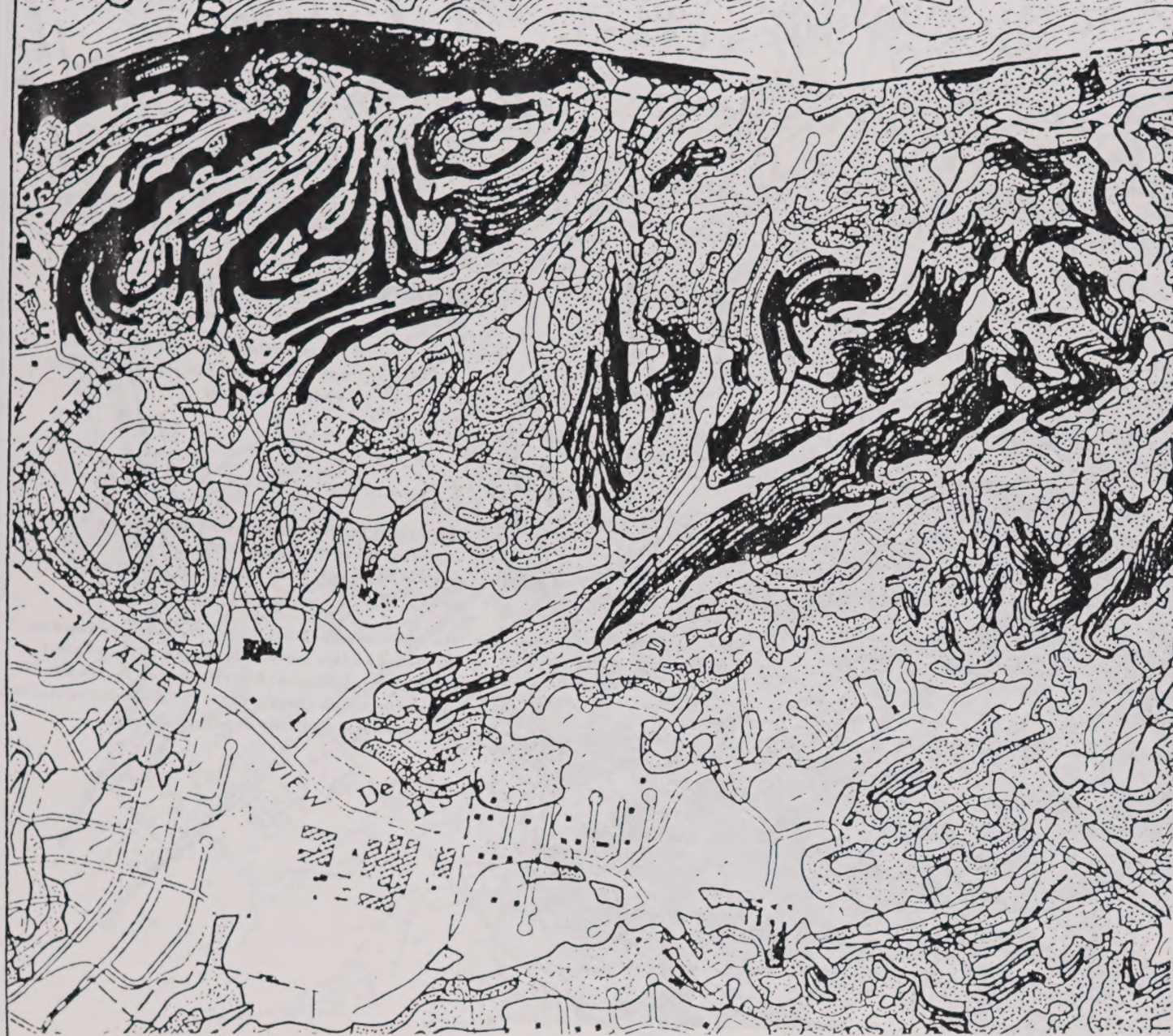
Approximate



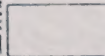
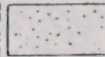
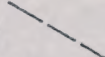
KEY

TOPOGRAPHIC CONSTRAINTS MAP El Sobrante Geotechnical Study

Figure OSC-1a



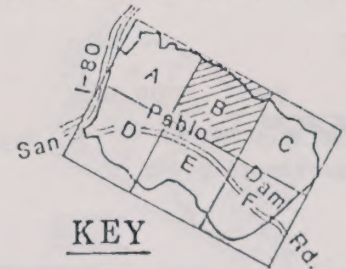
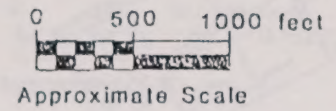
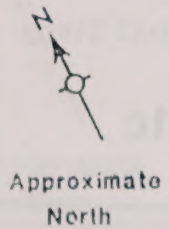
LEGEND:

-  Gentle Slopes (0 to 15%)
-  Moderate Slopes (15% to 30%)
-  Moderately Steep Slopes (30% to 50%)
-  Steep Slopes (over 50%)
-  Approximate Location of Prominent Ridges and Spurs (plotted to elevation 300 feet wherever possible)

NOTES:

The mapped locations of indicated slope areas are approximate and are limited to the accuracy of the original USGS base map. Significant variations may occur.

The indicated slope areas, ridges and spurs are based on the ground surface contours as plotted on the original United States Geological Survey base map and do not necessarily reflect changes in the surface contours resulting from construction activity or natural processes.

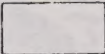
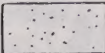
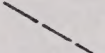


TOPOGRAPHIC CONSTRAINTS MAP
El Sobrante Geotechnical Study

Figure OSC-1b

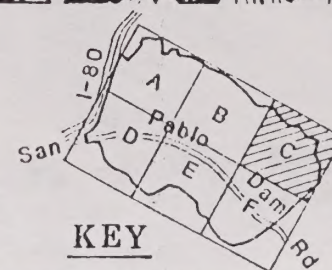
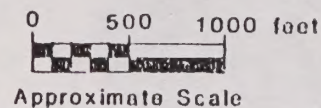
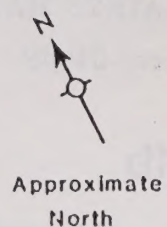


LEGEND:

	Gentle Slopes (0 to 15%)
	Moderate Slopes (15% to 30%)
	Moderately Steep Slopes (30% to 50%)
	Steep Slopes (over 50%)
	Approximate Location of Prominent Ridges and Spurs (plotted to elevation 300 feet wherever possible)

NOTES:

1. The mapped locations of indicated slope areas are approximate and are limited to the accuracy of the original USGS base map. Significant variations may occur.
2. The indicated slope areas, ridges and spurs are based on the ground surface contours as plotted on the original United States Geological Survey base map and do not necessarily reflect changes in the surface contours resulting from construction activity or natural processes.

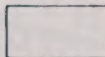
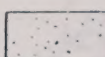
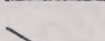


TOPOGRAPHIC CONSTRAINTS MAP El Sobrante Geotechnical Study

Figure OSC-1c

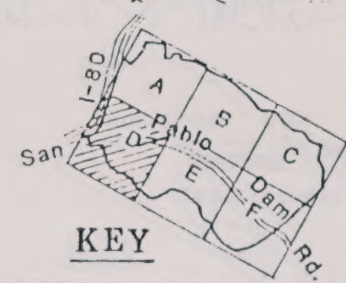
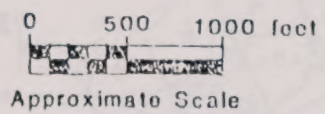
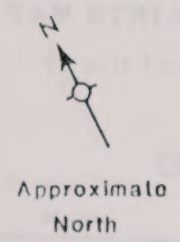


LEGEND:

-  Gentle Slopes (0 to 15%)
-  Moderate Slopes (15% to 30%)
-  Moderately Steep Slopes (30% to 50%)
-  Steep Slopes (over 50%)
-  Approximate Location of Prominent Ridges and Spurs (plotted to elevation 300 feet wherever possible)

NOTES:

1. The mapped locations of indicated slope areas are approximate and are limited to the accuracy of the original USGS base map. Significant variations may occur.
2. The indicated slope areas, ridges and spurs are based on the ground surface contours as plotted on the original United States Geological Survey base map and do not necessarily reflect changes in the surface contours resulting from construction activity or natural processes.

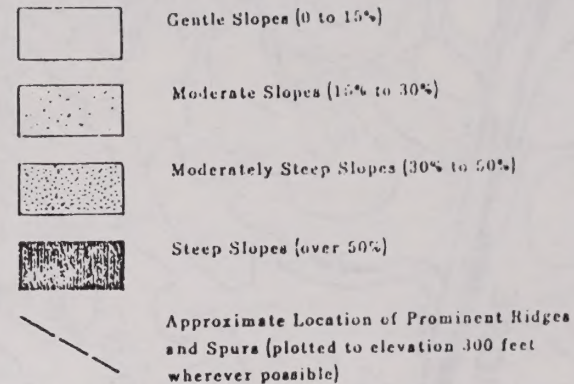


TOPOGRAPHIC CONSTRAINTS MAP
El Sobrante Geotechnical Study

Figure OSC-1d

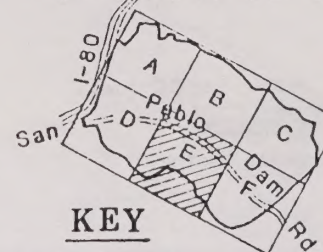
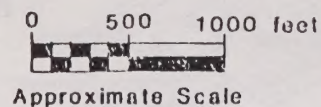
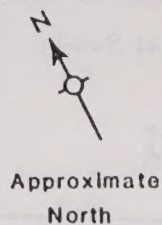


LEGEND:



NOTES:

1. The mapped locations of indicated slope areas are approximate and are limited to the accuracy of the original USGS base map. Significant variations may occur.
2. The indicated slope areas, ridges and spurs are based on the ground surface contours as plotted on the original United States Geological Survey base map and do not necessarily reflect changes in the surface contours resulting from construction activity or natural processes.

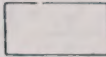
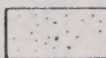
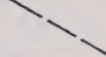


TOPOGRAPHIC CONSTRAINTS MAP El Sobrante Geotechnical Study

Figure OSC-1e



LEGEND:

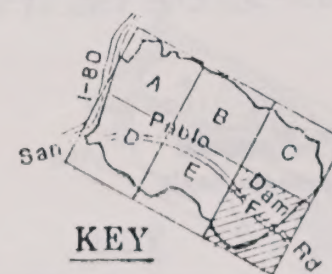
-  Gentle Slopes (0 to 15%)
-  Moderate Slopes (15% to 30%)
-  Moderately Steep Slopes (30% to 50%)
-  Steep Slopes (over 50%)
-  Approximate Location of Prominent Ridges and Spurs (plotted to elevation 300 feet wherever possible)

NOTES:

1. The mapped locations of indicated slope areas are approximate and are limited to the accuracy of the original USGS base map. Significant variations may occur.
2. The indicated slope areas, ridges and spurs are based on the ground surface contours as plotted on the original United States Geological Survey base map and do not necessarily reflect changes in the surface contours resulting from construction activity or natural processes.

Approximate
North

0 500 1000 feet
Approximate Scale



KEY

TOPOGRAPHIC CONSTRAINTS MAP

El Sobrante Geotechnical Study

Figure OSC-1f

LEGEND:

Approximate Location of Confirmed Landslide Area:

Chiefly active landslides confirmed by geologic or geotechnical investigations which included both a detailed surface reconnaissance and subsurface exploration, (see notes and text for discussion).

Approximate Location of Possible Landslide Area:

Includes active and dormant landslides, as well as areas of disturbed ground that contain a concentration of smaller landslides, mapped from published sources and generally confirmed by serial photo-interpretation, (see notes and text for discussion).

Approximate Location of Active Traces of the Hayward Fault (dashed where approximately located, queried where location uncertain)

Approximate Location of Inactive, Bedrock Fault (dashed where approximately located, dotted where concealed, queried where location uncertain)

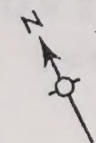
NOTES:

1. Areal extent of each possible and confirmed landslide is approximate and substantial variations may be present due to continued landslide movements or construction activity.
2. The intent of this map is to show all possible and confirmed landslides within the study area based on the sources outlined in the accompanying text. It does not follow that no landslides are present elsewhere in the study area.
3. An attempt has been made to locate all landslides and bedrock faults compiled from the sources noted in the text. This does not imply that a landslide or fault is present at each indicated location or that no landslides or faults are present in other locations.

PRIMARY GEOLOGIC HAZARDS MAP

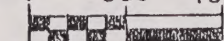
El Sobrante Geotechnical Study

Figure OSC-2a

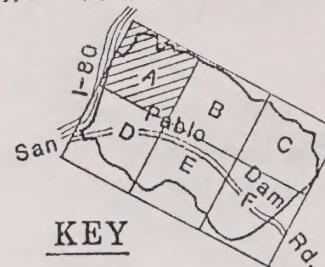


Approximate
North

0 500 1000 feet



Approximate Scale



KEY



LEGEND:

Approximate Location of Confirmed Landslide Area:

Chiefly active landslides confirmed by geologic or geotechnical investigations which included both a detailed surface reconnaissance and subsurface exploration, (see notes and text for discussion).

Approximate Location of Possible Landslide Area:

Includes active and dormant landslides, as well as areas of disturbed ground that contain a concentration of smaller landslides, mapped from published sources and generally confirmed by aerial photo-interpretation, (see notes and text for discussion).

Approximate Location of Active Traces of the Hayward Fault (dashed where approximately located, queried where location uncertain)

Approximate Location of Inactive, Bedrock Fault (dashed where approximately located, dotted where concealed, queried where location uncertain)

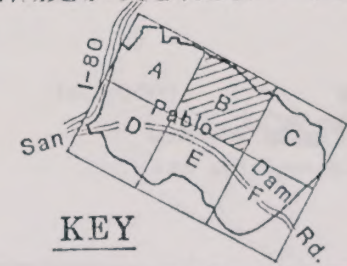
NOTES:

1. Areal extent of each possible and confirmed landslide is approximate and substantial variations may be present due to continued landslide movements or construction activity.
2. The intent of this map is to show all possible and confirmed landslides within the study area based on the sources outlined in the accompanying text. It does not follow that no landslides are present elsewhere in the study area.
3. An attempt has been made to locate all landslides and bedrock faults compiled from the sources noted in the text. This does not imply that a landslide or fault is present at each indicated location or that no landslides or faults are present in other locations.

PRIMARY GEOLOGIC HAZARDS MAP

El Sobrante Geotechnical Study

Figure OSC-2b



KEY

Approximate North

LEGEND:

Approximate Location of Confirmed Landslide Area:

Chiefly active landslides confirmed by geologic or geotechnical investigations which included both a detailed surface reconnaissance and subsurface exploration, (see notes and text for discussion).

Approximate Location of Possible Landslide Area:

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Approximate Location of Active Traces of the Hayward Fault (dashed where approximately located, queried where location uncertain)

Approximate Location of Inactive, Bedrock Fault (dashed where approximately located, dotted where concealed, queried where location uncertain)

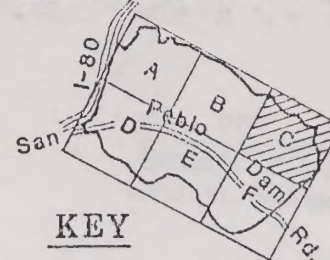
NOTES:

1. Areal extent of each possible and confirmed landslide is approximate and substantial variations may be present due to continued landslide movements or construction activity.
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3. An attempt has been made to locate all landslides and bedrock faults compiled from the sources noted in the text. This does not imply that a landslide or fault is present at each indicated location or that no landslides or faults are present in other locations.

PRIMARY GEOLOGIC HAZARDS MAP

El Sobrante Geotechnical Study

Figure OSC-2c



0 500 1000 feet
Approximate Scale

Approximate
North

LEGEND:

Approximate Location of Confirmed Landslide Area:

Chiefly active landslides confirmed by geologic or geotechnical investigations which included both a detailed surface reconnaissance and subsurface exploration, (see notes and text for discussion).

Approximate Location of Possible Landslide Area:

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Approximate Location of Active Traces of the Hayward Fault (dashed where approximately located, queried where location uncertain)

Approximate Location of Inactive, Bedrock Fault (dashed where approximately located, dotted where concealed, queried where location uncertain)

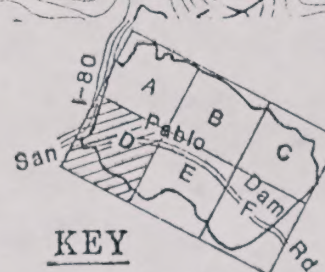
NOTES:

1. Areal extent of each possible and confirmed landslide is approximate and substantial variations may be present due to continued landslide movements or construction activity.
2. The intent of this map is to show all possible and confirmed landslides within the study area based on the sources outlined in the accompanying text. It does not follow that no landslides are present elsewhere in the study area.
3. An attempt has been made to locate all landslides and bedrock faults compiled from the sources noted in the text. This does not imply that a landslide or fault is present at each indicated location or that no landslides or faults are present in other locations.

PRIMARY GEOLOGIC HAZARDS MAP

El Sobrante Geotechnical Study

Figure OSC-2d



Approximate North

0 500 1000 feet
Approximate Scale

KEY

LEGEND:

Approximate Location of Confirmed Landslide Area:

Chiefly active landslides confirmed by geologic or geotechnical investigations which included both a detailed surface reconnaissance and subsurface exploration, (see notes and text for discussion).

Approximate Location of Possible Landslide Area:

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Approximate Location of Active Traces of the Hayward Fault (dashed where approximately located, queried where location uncertain)

Approximate Location of Inactive, Bedrock Fault (dashed where approximately located, dotted where concealed, queried where location uncertain)

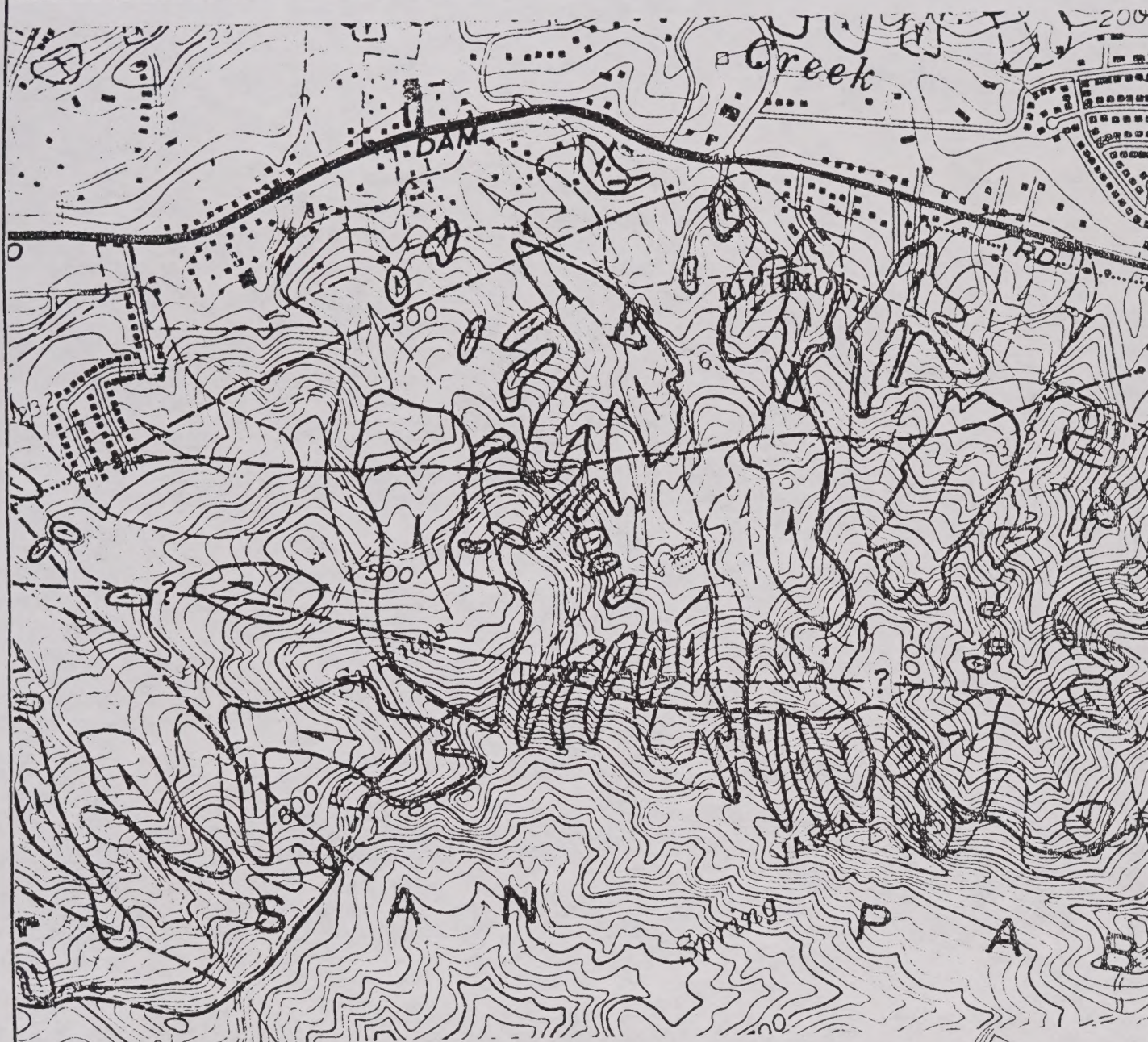
NOTES:

1. Areal extent of each possible and confirmed landslide is approximate and substantial variations may be present due to continued landslide movements or construction activity.
2. The intent of this map is to show all possible and confirmed landslides within the study area based on the sources outlined in the accompanying text. It does not follow that no landslides are present elsewhere in the study area.
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PRIMARY GEOLOGIC HAZARDS MAP

El Sobrante Geotechnical Study

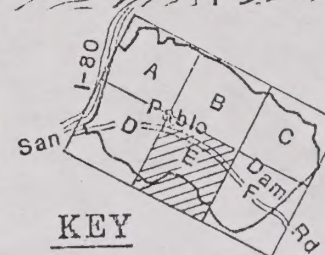
Figure OSC-2e



Approximate
North

0 500 1000 feet
Approximate Scale

KEY



LEGEND:

Approximate Location of Confirmed Landslide Area:

Chiefly active landslides confirmed by geologic or geotechnical investigations which included both a detailed surface reconnaissance and subsurface exploration, (see notes and text for discussion).

Approximate Location of Possible Landslide Area:

Includes active and dormant landslides, as well as areas of disturbed ground that contain a concentration of smaller landslides, mapped from published sources and generally confirmed by aerial photo-interpretation, (see notes and text for discussion).

Approximate Location of Active Traces of the Hayward Fault (dashed where approximately located, queried where location uncertain)

Approximate Location of Inactive, Bedrock Fault (dashed where approximately located, dotted where concealed, queried where location uncertain)

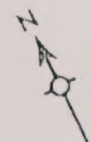
NOTES:

1. Arcal extent of each possible and confirmed landslide is approximate and substantial variations may be present due to continued landslide movements or construction activity.
2. The intent of this map is to show all possible and confirmed landslides within the study area based on the sources outlined in the accompanying text. It does not follow that no landslides are present elsewhere in the study area.
3. An attempt has been made to locate all landslides and bedrock faults compiled from the sources noted in the text. This does not imply that a landslide or fault is present at each indicated location or that no landslides or faults are present in other locations.

PRIMARY GEOLOGIC HAZARDS MAP

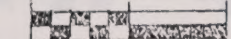
El Sobrante Geotechnical Study

Figure OSC-2f

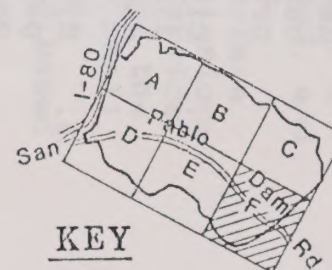


Approximate North

0 500 1000 feet



Approximate Scale



KEY

IMPLEMENTATION PROGRAMS

(Implementation of the General Plan Open Space and Conservation Maps is an ongoing program that applies to all policies.)

Goal OSC-A: Preserve environmental conditions that, if disturbed, would destroy important wildlife habitats and valued natural features.

Existing and proposed programs and actions designed to meet the policies of Goal OSC-A include the following:

1. City will continue to utilize environmental reviews under the California Environmental Quality Act (CEQA) to review developments for impact on endangered species and their habitat. As species are identified, protected areas will be provided for them.
2. City will develop a City ordinance that identifies the type, size, and amount of vegetation that can be removed and establishes a revegetation policy.
3. City will require revegetation plans as part of all grading permits. The plans will be required to provide for future generation of trees. While regulating tree cutting by size encourages preservation of mature trees, it may also lead to removal of the future generations of mature trees.
4. City will continue to implement the Landscape Design and Development Guidelines and require the use of native plant species for landscaping purposes, wherever possible.

Goal OSC-B: Protect open water, mudflats and all tidelands and riparian woodlands to the maximum extent feasible from unnecessary Bay fill and dredging.

Existing and proposed programs and actions designed to meet the policies of Goal OSC-B include the following:

1. City will develop a comprehensive wetlands management plan. All development that may impact "wetlands" shall be consistent with this plan. In this context, "wetlands" means "aquatic, wetlands, and riparian habitat." The plan shall include the following provisions:
 - a. A policy of no net loss in quantity or quality of seasonal and permanent wetlands and sensitive aquatic and riparian habitat based on their ecological characteristics;

b. A policy of avoidance of aquatic, wetland and riparian areas as the preferred method of "mitigation."

c. A policy of clustering houses and other structures when appropriate to minimize or avoid impacts to aquatic, wetland and riparian habitat areas;

d. When it is infeasible to avoid impacts on aquatic, wetlands, or riparian habitat or values, a policy that all proposed development shall replace these values and acres lost due to development with functionally equivalent values and acres; and

e. Prior to project approval, where it is infeasible for a development to occur without impacting aquatic, wetland, and riparian habitat, prepare an Aquatic/Wetland/Riparian Mitigation Plan which shall be reviewed by the appropriate state and federal resource agencies: State Lands Commission, Department of Fish and Game, U.S. Fish and Wildlife Service, National Marine Fisheries, Army Corps of Engineers, and the Environmental Protection Agency. The Mitigation Plan shall include at a minimum the following information: (1) the required minimum ratio of acres lost to acres restored based on like habitat values; (2) identification of wetland linkages/corridors; (3) identification of appropriate preserves and refuges; (4) identification of wetland mitigation areas, if any; (5) specification of adequate setbacks from habitat areas; and (6) specific monitoring and maintenance requirements for mitigation plans.

Goal OSC-D: Protect and preserve the natural mineral resource areas should future needs make extraction of these minerals desirable.

Existing and proposed programs and actions designed to meet the policies of Goal OSC-D include the following:

1. City will require an Environmental Impact Report (EIR) to be prepared for proposed quarry operations. Areas of potential environmental impacts to be discussed in the EIR shall include but not be limited to: traffic (particularly access roads), air quality, and visual impacts.

Goal OSC-E: Provide a legacy of the history, archaeology and culture of the area for present and future residents.

Existing and proposed programs and actions designed to meet the policies of Goal OSC-E include the following:

1. City will continue to utilize environmental reviews under the California Environmental Quality Act (CEQA) to review developments for potential impacts on archaeological and historical sites. If sites of archaeological significance are present, the procedures established in the Appendix K of the State CEQA Guidelines will be applied.
2. City will encourage all applicable agencies to support an archaeological museum on San Pablo Creek that would provide a service to the entire West Contra Costa area.
3. City will encourage the development of a museum or interpretative display on or adjacent to the Point Pinole Regional Park depicting the history of the area.
4. City will continue to designate the Winehaven buildings at Point Molate, the remains of the brickworks at Brickyard Cove, the site of the last United States whaling station at Point San Pablo and the Old Firehouse at Point Richmond as historic landmarks and require that development at or near them respond to their character and setting.
5. City will require the preparation of an "Historic American Building Survey" for an historic structure in the event that the historical property cannot be avoided or the structure cannot be relocated in the development of a site. Such a procedure involves the precise recording of the structure through measurements, drawings, and photographs. The documentation of the resource is on standardized forms and is accurate in detail to such an extent that after demolition, the historical structure could be reconstructed from the survey data. Copies of the documents should be filed with the Richmond Museum and all appropriate agencies.

**Goal OSC-F: Preserve the natural topographical form of the
Berkeley Hills, San Pablo Ridge, El Sobrante
Ridge, Point Potrero and San Pablo Peninsula.**

Existing and proposed programs and actions designed to meet the policies of Goal OSC-F include the following:

1. City will, through the Zoning Ordinance or the Development Review Organization, require developers to: (1) locate tanks or other structural features below the ridgeline; (2) create sculptured earth berms that blend with the natural topography to screen large concentrations of tanks from

view; and (3) paint tanks "stealth" colors such as palm green or desert sand so as to blend into the background colors.

Goal OSC-G: Utilize for regional recreation purposes the sloping lands and shoreline vistas on San Pablo Peninsula north of the San Rafael Bridge.

Existing and proposed programs and actions designed to meet the policies of Goal OSC-G include the following:

1. City will regulate new development on and will require access to the vista points shown on the Inventory of Visual Forms, Technical Appendix for the Richmond General Plan.
 2. City will, through the Zoning Ordinance or the Development Review Organization, limit building heights near the water's edge, stagger the siting of buildings, cluster and screen structures and increase street setbacks to minimize blockage of views.
-

Goal OSC-H: Preserve and enhance the potential landmark character of all creeks.

Existing and proposed programs and actions designed to meet the policies of Goal OSC-H include the following:

1. City will, through the Zoning Ordinance or the Development Review Organization, establish building setbacks, identify and provide locations for public access points along creeks.
 2. City will encourage local programs for creek clean-up and maintenance that includes replanting creek channels with distinctive native vegetation.
-

Goal OSC-I: Strictly control runoff from new development, particularly on San Pablo and Wildcat Creeks, to prevent flooding, erosion, and destruction of natural waterways, to reduce public costs for flood control work, and to preserve scenic quality.

Existing and proposed programs and actions designed to meet the policies of Goal OSC-I include the following:

1. City will require sufficient provision for storm drainage facilities on and off sites for any commercial, industrial, or large residential development to carry the runoff generated therein. In the absence of a waste drainage plan, the City will require the submittal of drainage plans to the County Flood Control District and to the Public Works Department. If the Flood Control District or the Public Works Department do not have sufficient information to evaluate the project, the City will require the developer to submit a study showing the effect of the development on downstream properties and to suggest means by which the effect could be reduced. Further, the City will encourage review of flood control improvements and the design of structures and lots along El Sobrante and San Pablo Ridges and the Berkeley Hills by the East Bay Regional Park District and California Fish and Game for protection of wetland, stream and seep and spring habitat.
2. City will require developers of new projects on upstream portions of the San Pablo and Wildcat Creek watersheds to include designs to reduce the volume of surface runoff. Such design should minimize removal of native woodlands, maximize vegetated open space, and retard peak runoff of surface and subsurface drainage.
3. City will encourage that all upstream properties, below San Pablo Dam, which contribute runoff to the creek, be annexed to the flood control district.
4. City will, through the Zoning Ordinance or the Development Review Organization, require development on slopes of 15 to 30 percent to control erosion and runoff and to preserve the natural topography as much as possible. Cuts and fills and removal of vegetation should be minimized. In addition, the City will require extreme caution in construction on slopes in excess of 30 percent except for such minimal development as hiking trails and the like.
5. City will require a revegetation plan as part of all grading permits. Destroyed or damaged vegetation on slopes or at quarries shall be replaced. Revegetation plans will require the use of native plant species for landscaping purposes wherever possible. Species such as French Broom and Cardoon which invade plant communities, should not be used. Eucalyptus globulus should not be replanted in areas where they have been removed. Removal of vegetation in all new developments should be minimized. In particular, the cutting of mature native woodland trees, especially on unstable slopes and in creek beds will be controlled.

6. City will require grading permits for grading in all areas of the city. An erosion control plan and revegetation plan will be required as part of all grading permits, except where specifically exempted by the Public Works Department. In addition, runoff should be controlled and released safely downstream.
7. City will require project applicants to minimize construction erosion impacts by developing and implementing soil erosion plans as part of the site-specific environmental review process. These plans would meet the standards set forth in ABAG's Manual of Standards for Erosion and Sedimentation Control Measures (1981). The following guidelines should be incorporated into these plans:
 - 1) Remove surface cover from soil only when construction is ready to begin. Uncover soils only at the building site. Leave areas not proposed for development undisturbed.
 - 2) Conduct grading only during the summer dry season (May through September).
 - 3) Cover stockpiles of soil.
8. City will request the East Bay Municipal Utility District (EBMUD) to study the effect on downstream vegetation of a reduced flow of water on San Pablo Creek. If the flow is reduced, the effect should be monitored by an appropriate agency, such as the State Department of Fish and Game. If harmful effects do occur, EBMUD should be requested to adjust its releases to the creek.
9. City will abide by the **Briones Hills Agricultural Preservation Area Compact** and keep the watershed around San Pablo Reservoir in public ownership.
10. City will work with responsible agencies to ensure the reservoir is managed so as to prevent sediments and other pollutants from entering the reservoir.
11. City will insure that the number of livestock grazed is within the carrying capacity of the land. Property owners will be encouraged to seek technical assistance to restore the range and prevent overgrazing.
12. City will develop and implement a storm water management plan particularly relating to commercial and industrial activity.

13. City will require approval from a qualified civil engineer under the jurisdiction of the Public Works Department prior to authorizing the construction of retaining walls (over 4' in height measured from the bottom of the footing to the top of the wall) or other improvements that will change the flow of water in local waterways.
14. City will, through the Zoning Ordinance or the Development Review Organization, require foundations to be set back from the waterways a sufficient distance to prevent undercutting and to preserve wildlife habitat. The City will further cooperate with the Department of Fish and Game in establishing habitat setbacks. The distance to prevent undercutting should be determined by a qualified soils engineer for all commercial, industrial, and multi-family residential developments. For single-family homes and other minor construction, an administrative review by the Public Works Department shall be required to inform the builder of possible erosion hazards and to determine a safe setback from these waterways. The final setback should be the larger of the habitat or erosion control setback.
15. City will, through the Development Review Organization, require adequate design of improvements adjacent to waterways, such as buildings and parking lots, so as not to create points of concentrated water flow over the bank. The City will further discourage irrigation adjacent to these waterways.
16. City will encourage public access to waterways in general. Only limited public access should be provided in residential areas. Existing commercial, institutional, and large apartment projects should be encouraged to provide public or semi-public access to these creeks. Public developments along these creeks shall be subject to design review to ensure that they are environmentally compatible.
17. City will develop plans for community parks along the creeks wherever possible, other park facilities may be more urgently needed than those which can be located along the creeks and consequently may be given higher priority.
18. City will encourage appropriate public agencies to acquire hazardous or unbuildable creekside lots as they are marketed and to convert them to low-density public uses, such as picnic areas.
19. City will require all developers to emphasize creek corridors as an amenity to development.

Goal OSC-J: Reduce the need to import water and the environmental damage caused by water importation.

Existing and proposed programs and actions designed to meet the policies of Goal OSC-J include the following:

1. City will encourage responsible agencies and industry to expand waste water reclamation/utilization facilities.
2. City will through the Development Review Organization require as a condition of approval that industrial projects incorporate a waste water reclamation plan.
3. City will continue to implement minimum water requirements in the landscaping of new public and private development, such as by using native plants.
4. City will review EBMUD guidelines, as they are updated, for water conservation and incorporate them, as appropriate, into local landscape guidelines.
5. City will investigate joint ventures with private and public institutions for waste water reclamation.

Goal OSC-K: Protect the groundwater supply from depletion or pollution in order to ensure an emergency source of water in case of natural or other disaster.

Existing and proposed programs and actions designed to meet the policies of Goal OSC-K include the following:

1. City will urge appropriate agencies to protect the groundwater resources if deterioration occurs.
2. City will require that a project applicant gain approval of a plan to test, monitor, and dispose of dewatering discharge and soil that is excavated prior to approval of a site-specific development plan where excavation is proposed.

Goal OSC-L: Assist, through local regulatory means, in improving the quality of Bay water to a standard pure enough to use for water contact sports and edible shellfish.

Existing and proposed programs and actions designed to meet the policies of Goal OSC-L include the following:

1. City will continue to review standards for sewage and industrial liquid waste disposal, and revise them if necessary to provide the best possible protection from chemical, organic and thermal pollution for the waters of the area.

Goal OSC-N: Prevent development in areas where landslides cannot be adequately repaired.

Existing and proposed programs and actions designed to meet the policies of Goal OSC-N include the following:

1. City will require soils tests for all new development in areas with known soils problems. All those applying for building permits shall inform the city of potential problems when applying for the permit.
2. City will require geotechnical tests for all new development in areas adjacent to inactive bedrock faults. All those applying for building permits shall inform the city of potential problems when applying for the permit.

Goal OSC-O: Preserve, enhance and expand sites for public access to the Bay in accord with the Bikeways and Trails Circulation Plan.

Existing and proposed programs and actions designed to meet the policies of Goal OSC-O include the following:

1. City will urge that bus routes connect population centers and BART terminals in Richmond with shoreline points of interest.
2. City will require adequate provisions for car and bicycle parking at shoreline public access points. The amount of parking space should vary according to the size of the public access area.
3. City will encourage the development and designation of bicycle, hiking and horse trails both leading to shoreline access points and extending along the shoreline where feasible.
4. City will, through the Zoning Ordinance and the Development Review Organization, control the siting and design of new development to ensure a reasonable degree of free permanently guaranteed access to the shoreline, with

adequate links to inland areas for public use. Such control may involve requiring the dedication of fee title or easements where appropriate at no public cost.

5. City will require property owners, as part of any project approval process, to provide maximum feasible public access to the shoreline in the following locations, among others:
 - a. The southern shoreline of Point Isabel south of Central Avenue to the County line.
 - b. The peripheral shoreline areas beyond the Stege Sanitary District's sewage treatment plant at the southeastern corner of Point Isabel.
 - c. Through or around the radio transmission site and along the shoreline of the Santa Fe-owned vacant land between transmission site and the East Bay Regional Park property.
 - d. The existing Santa Fe landfill of approximately 18 acres immediately north of Point Isabel.
 - c. The Santa Fe railroad right-of-way between Point Isabel and the Inner Harbor Basin Area.
 - d. Other lands immediately adjacent to and surrounding the Hoffman Marsh.
6. City will require property owners, as part of any project approval process, to provide maximum feasible public access to the shoreline through developed areas, around them, or between them to reach points along the shoreline. Public paths may stretch along the shoreline where feasible, winding around developed areas or structures if necessary.

Goal OSC-P: Preserve the air quality so that air pollution levels do not threaten public health and safety. This will apply not only to the local area, but to potential sources of pollution originating in though not impacting the City of Richmond.

Existing and proposed programs and actions designed to meet the policies of Goal OSC-P include the following:

1. City will require individual developers to closely coordinate with the BAAQMD in implementing applicable new stationary source control measures as proposed in the most recent CAP, while conforming with existing BAAQMD stationary

source regulations and requirements and complying with BAAQMD rules and regulations regarding indirect sources.

2. City will develop an ordinance requiring fireplaces in all new residential units to be of the EPA-certified type, which would reduce woodsmoke particulate emissions by up to 70-80 percent when compared with ordinary fireplaces.
3. City will continue to coordinate with the Air District in planning future growth, designating land uses for future development, implementing regional transportation plans and trip reduction measures, and controlling stationary source emissions.

Goal OSC-Q: Preserve natural open-space areas for visual open space, nature study, community shaping, conservation of natural resources, and conservation of native plant and animal communities.

Existing and proposed programs and actions designed to meet the policies of Goal OSC-Q include the following:

1. City will develop zoning ordinance provisions that encourage open space in the urban scene, zoning which gives an economic reward to the developer who provides open space, in place of the dreary asphalt jungles so typical of most congested areas.
2. City will prepare a Park Master Plan.
3. City will, through the zoning ordinance, maintain as open space areas having special geologic characteristics, such as fault zones.
4. City will require, when feasible, housing developers to provide park land instead of in lieu of fees to insure an adequate open space ratio of park land to meet recreational needs.
5. City will incorporate into the Subdivision Ordinance a requirement for review of developments by the Recreation and Parks Commission.
6. City will review "in lieu of" fees for park land to ensure compensation is current with local market values.

Goal OSC-S: Establish public routes that enhance non-motorized circulation and that complement the City's Circulation Plan.

Existing and proposed programs and actions designed to meet the policies of Goal OSC-S include the following:

1. City will require all new commercial, industrial, and residential developments to provide public access where a local or regional trail (e.g., Bay Trail and Bay Area Ridge Trail) is planned or located.
2. City will incorporate trail design in the street standards to be adopted for new collector roads and for the improvements to other existing streets, especially Cutting Boulevard.
3. City will include trail design in the street standards adopted for Marina Way and in the master plan for the Ford Building and the specific plan, or other Planned Area Development plans, for the Marina Bay Business Park.
4. City will work with EBRPD regarding the establishment of a shoreline trail along the Miller-Knox shoreline.
5. City will commission a special study to align a trail along Western Drive to Point San Pablo and work with Caltrans bike route plans along I-580.
6. City will coordinate with EBRPD and ABAG on the design and development of trail links.
7. City will request CALTRANS to design and fund a pedestrian overpass between the South Shoreline Area and Eastshore Park.
8. City will encourage the University of California to improve South 46th Street south of the freeway with provisions for pedestrian and bicycle access.
9. City will work with EBRPD to establish trail alignment and funding for the marshland trail connecting the creeks' trails.
10. City will work with EBRPD and EBMUD to establish trail alignments for the Bay Area Ridge Trail on lands between Kennedy Grove Regional Recreation Area and Sobrante Ridge Regional Preserve.
11. City will work with the University of California to obtain dedication of the South 46th Street trailhead.

Goal OSC-T: Ensure the comprehensive planning of regional open space.

Existing and proposed programs and actions designed to meet the policies of Goal OSC-T include the following:

1. City will commission a special study to explore the ultimate development for the landfill site. This study should be financed by the property owner.

SAFETY ELEMENT

Legal Requirement

The California Government Code, Section 65302 (g) provides that:

"The general plan shall include the following....:

A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence and other geologic hazards known to the legislative body; flooding; and wild land and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards."

As stated in the State General Plan Guidelines, the safety element is a mandatory part of the general plan, which aims at reducing death, injuries, property damage, and the economic and social dislocation resulting from natural hazards. The Safety Element includes the goals, policies, guidelines, text, and implementation programs contained herein, and the background material presented in the Technical Appendix.

Goals, policies, and implementation programs relating to hazardous waste management are included separately as an addendum to the Safety Element. The Hazardous Waste Management Addendum has been prepared in accordance with AB 2948.

GOALS AND POLICIES

GOALS¹

Geology

SF-A Minimize the risk of injury, loss of life, and property damage from seismically induced and other known geologic hazards. (XII)

¹Roman numeral in parenthesis () at the end of each goal refers to related General Goal listed in the Introduction on page I-2.

Fire/Hazardous Materials

SF-B Minimize the risks to people, property and the environment due to fire hazards and the use and storage of hazardous materials. (Same as Community Facilities Goal CF-E) (XII)

Flooding

SF-C Minimize the risks to people, property and the environment due to flooding hazards. (XII)

Disaster/Emergency Services Coordination

SF-D Provide an efficient, coordinated response to emergencies and natural or technological disasters. (Same as Community Facilities Goal CF-G) (XII)

SF-E Provide a high level of security and safety to the maximum extent possible through the prevention or reduction of crime to persons and property. (Same as Community Facilities Goal CF-F) (XII)

Electromagnetic Fields

SF-F Minimize the potential risk from electromagnetic fields (EMF) generated by electrical distribution lines. (XII)

POLICIES

Geology

SF-A.1 Maintain structural integrity of municipal buildings, particularly those necessary for emergency shelter.

SF-A.2 Require all properties in private, public, or quasi-public ownership to be reviewed for structural integrity.

SF-A.3 Establish regulations or administrative procedures that provide assurance that the possibility of fault movement is considered in the design of all roadways and utility lines, including gas and oil, which must be crossed through, and all important facilities which must be located within, the Special Studies Zone.

SF-A.4 Encourage any new utility installations to avoid the Special Studies Zone and areas subject to landsliding or liquefaction. Where it is not possible to avoid these areas, require precautions to reduce the effects of breakage or loss of use of the line or facility.

- SF-A.5 Continue to investigate the potential of seismic and geologic hazards as a part of the environmental review process and maintain this information for public records.
- SF-A.6 Prohibit the development of new public facilities such as hospitals, schools, utility structures, transportation hubs and communication centers within the Special Studies Zone which may have critical consequences if damaged by fault movement.
- SF-A.7 Require a site investigation for any major or important structures to determine the degree of seismic and geologic hazards that can be expected for the particular structure (e.g., unreinforced masonry), and have the investigation reviewed by a technically qualified professional.
- SF-A.8 Induce the removal or relocation of all facilities located within the Special Studies Zone which have a high occupancy potential (e.g., theaters, churches, major markets, apartment complexes, schools, etc.) to new sites away from the Special Studies Zone.
- SF-A.9 Encourage land uses with the least amount of occupancy within the Special Studies Zone.
- SF-A.10 Encourage utility companies to evaluate the hazard of potential damage from liquefaction in utility construction and to consider this hazard either in routing of the utilities or in details of construction or both.
- SF-A.11 Encourage the East Bay Municipal Utility District to take whatever steps necessary to ensure safety from the possibility of dam failure and seiches.
- SF-A.12 Prohibit, whenever possible, major sewer trunk lines and water pressure lines being routed together in areas subject to failure to avoid contamination and flooding when pipelines break. (For related policies, see water & air quality policies under the Open Space & Conservation Element and Policy CF-H.14 in the Community Facilities Element.)
- SF-A.13 Require as a minimum for all hillside construction the recommended guidelines listed in Table OSC-1, Recommended Guidelines for Geotechnical Investigations, Technical Appendix for the Richmond General Plan. (Same as Open Space & Conservation Policy OSC-N.1)

- SF-A.14 Conduct site specific geotechnical studies on a case by case basis on projects proposed to be built on or adjacent to inactive bedrock faults. These areas may represent geologic anomalies that could contribute to slope instability or other problems. (Same as Open Space & Conservation Policy OSC-N.2)
- SF-A.15 Identify potentially hazardous buildings that are unreinforced masonry (URM) and require that they be strengthened against earthquakes.
- SF-A.16 Use established standards to limit industrial activities that may endanger human health and may cause damage to the environment. (Same as Land Use Element Policy LU-O.6)
- SF-A.17 Establish thresholds and require health risk assessments; where appropriate, provide necessary buffers for all new operations handling substantial amounts of hazardous materials.
-

Fire

- SF-B.1 Ensure that adequate fire equipment, fire breaks, facilities, water (with sufficient pressure and emergency backup systems), and access are provided for a quick and efficient response in any area designated in the Zoning Ordinance as having a fire hazard.
- SF-B.2 Inform residents about methods individuals can use to retard fires.
- SF-B.3 Control erosion, minimize damage to the ridge's appearance, and restore wildlife habitat if a fire break proves necessary to protect the public from a serious fire hazard.
- SF-B.4 Provide fire prevention facilities and equipment necessary to protect the community. (Same as Community Facilities Element Policy CF-E.1)
- SF-B.5 Require a high level of fire resistance in all new and remodeled structures.
- SF-B.6 Require fire mitigation measures in new developments proposed within any areas outside the established response time zone.

SF-B.7 Ensure that the production, use, storage, disposal, transport, and treatment of hazardous materials within the City limits is adequately regulated.

(Note: See Growth Management Element for performance standards for fire and police facilities and services. See the Hazardous Waste Management Plan (Addendum to this Element) for policies relating to hazardous waste.)

Flooding

SF-C.1 Encourage the Flood Control District and require new development to install and maintain flood control measures on all creeks and watersheds in order to reduce the damage from a 100-year flood, tsunami, sea level rise, and seiches to a level acceptable to the community.

SF-C.2 Strictly enforce laws prohibiting the dumping of litter, fill, and waste materials into the creeks and educate the public about the flooding and health hazards associated with such dumping.

SF-C.3 Require special design features to prevent damage from flooding for all new development located within the areas subject to a special flood hazard, as determined by the Federal Flood Insurance Rate Maps.

SF-C.4 Require all developments in areas prone to sea level rise to have adequate floor elevations and other site improvements that may be necessary.

SF-C.5 Support the timely updates of maps by FEMA, where appropriate, and incorporate these FEMA updates into the City's maps.

(Note: See Open Space & Conservation Element for additional policies on flood control.)

Disaster/Emergency Services Coordination

SF-D.1 Encourage all utility companies and districts, and direct City of Richmond controlled utility operations, to develop and maintain up-to-date contingency plans in the event of earthquake, fire or a landslide within the high risk areas of El Sobrante and Point Richmond.

- SF-D.2 Maintain a joint Disaster Preparedness Program with other West County cities, utility companies, and the East Bay Regional Park District which will allow the agencies to pool their resources and better coordinate a comprehensive program of disaster preparedness.
- SF-D.3 Establish a program of public education and communication relating to natural disasters.
- SF-D.4 Study the radio communication situation among essential services and provide funds so that radio communication capabilities are improved.
- SF-D.5 Hold joint fire, hazardous materials incidents, and earthquake response exercises with adjacent communities, utility companies, and the East Bay Regional Park District in order to test and improve capabilities in a simulated exercise.
- SF-D.6 Promote public awareness of the City's Multi-Hazard Functional Plan; keep City staff fully trained in its implementation; and implement the Plan in all situations associated with natural disasters, technologies and nuclear operations.
- SF-D.7 Establish and maintain a permanent City of Richmond Emergency Operations Center, and an alternate Center, to coordinate emergency and disaster operations. (Same as Community Facilities Element Policy CF-G.1)
-
- SF-E.1 Provide an adequate level of police facilities and equipment to protect the community. (Same as Community Facilities Element Policy CF-F.1)
- SF-E.2 Promote through public education methods of crime prevention and how to respond in an emergency situation.

IMPLEMENTATION PROGRAMS

Geology

GOAL SF-A: Minimize the risks of injury, loss of life, and property damage from seismically induced and other known geologic hazards.

Existing and proposed programs and actions designed to meet the policies of Goal SF-A include the following:

1. City will require a detailed structural investigation of municipal buildings by a structural engineer and make funds available for modifications to those buildings, as budget constraints permit.
2. City will require post-earthquake inspection of public and private buildings for structural integrity.
3. City will require geologic studies for all public buildings and structures located in a fault zone to determine whether or not the facility is likely to be subject to damage and what corrective steps are necessary.
4. City will require that all geologic reports be filed with the State Geologist. This information shall be placed on file for public review.
5. City will appraise individual development projects for the potential of significant geologic, seismic, soils and hydrologic problems. Study and reporting will be made of seismic safety considerations in all Environmental Impact Reports (EIR). Those sections of an EIR dealing with geology should be reviewed by an engineering geologist prior to being presented to a designated city board or commission.
6. City will encourage developers to use alternative building materials that are designed for geologically sensitive areas.
7. City will require an evaluation of landslide potential by a civil engineer geologist for construction within areas designated as high or medium risk.
8. City will encourage the use of land in the setback zones along active and potentially active fault traces for open forms of land use that could experience displacement without endangering large numbers of people or creating secondary hazards. Examples are yards, greenbelts, parking lots, and non-critical storage areas.

9. City will encourage other public agencies to upgrade water distribution, sewage disposal, gas and electricity, communications and other service facilities in areas subject to seismic hazards.
10. City will develop and approve an ordinance requiring reduction of non-structural hazards in all buildings for public occupancy (i.e., commercial, retail, institutional and recreational uses as well as public agency facilities). Such an ordinance could require that all non-structural elements of a building be secured to structural elements (includes ceilings and light fixtures) and that items over 42 inches in height be fastened to walls or floors.
11. City will incorporate the following measures into either already existing ordinances (e.g., subdivision ordinance) or proposed ordinances (e.g., hillside ordinance):
 - a) Minimize the removal of the natural vegetative cover and revegetate quickly.
 - b) All major drainages should be kept clear of debris.
 - c) Where possible, direct drainage away from unstable slopes and at-capacity drainages.
 - d) Immediately inspect landslides to mitigate any flooding hazard that might result from blockage of drainages.
 - e) Set back structures 75 feet from all mapped landslides or the major break-in-slope, whichever is closer to the proposed development site. (Setbacks are not necessary if structural improvements, such as grading or terracing, or structural reinforcements, such as retaining walls, are included in development plans and reviewed by a qualified geotechnical consultant.)
 - f) The soils engineer should be notified at least four working days prior to any site clearing or grading operation on the property in order to observe grading and removal of vegetation.
 - g) A geologist or soil engineer should be present during site preparation and construction to evaluate the quality of work, verify compliance with recommendations and suggest changes in procedures, if necessary.

12. City will require soil investigations by a geotechnical engineer or an engineering geologist registered in the State of California as part of the site-specific environmental review process for any proposed development on soils with moderate to high shrink-swell potential as defined by the Contra Costa County Soil Survey (Soil Conservation Service, 1977). Review development on soils with moderate to high shrink-swell potential in terms of site grading, foundation design, and construction in order to avoid site and structural damage resulting from these soil conditions.

Fire/Hazardous Materials

GOAL SF-B: Minimize the risks to people, property and the environment due to fire hazards and the use and storage of hazardous materials.

Existing and proposed programs and actions designed to meet the policies of Goal SF-B include the following:

1. City will maintain high standards of hiring qualified personnel as well as provide important training to improve education and performance skills.
2. City will, through appropriate ordinances, require: (a) that brush and grass is removed within at least 30 feet of all structures so as to mitigate risk of fire to a functional level, and (b) that fire-resistant building materials be used for all buildings within a fire-prone area.
3. City will implement, as appropriate, the recommendations of the 1982 Blue Ribbon Fire Prevention Wildlife Urban Interface Area, particularly by updating the City's Fire Physical Constraint Area ordinance.
4. City will continue to request that new and existing hazardous waste facilities adhere to the City's Hazardous Waste Management plan.
5. City will inform residents of homes adjacent to public lands of their responsibilities to provide fire breaks behind their homes.
6. City will continue to maintain mutual aid agreements with other fire protection agencies in West Contra Costa County.

7. City will require the project applicant, for every potentially contaminated location to be developed within Richmond, to have the site inspected by a Registered Environmental Assessor (i.e., a professional environmental scientist or engineer registered as an REA in California) for the presence of hazardous materials and wastes. The investigations shall take the form of environmental audits, and shall include, at a minimum, site inspections for hazardous materials, examination of historic records, and reviews of public agency records. Reports detailing the results of the inspections shall be submitted to the City for review. The report preparer shall either certify that the site is free of hazards or recommend preparation of a site mitigation plan. If the results of the environmental audit indicate a potential for contaminated soils, the City will require the applicant to work with appropriate state and regional agencies to fully analyze the site and remediate the problem. The City shall check that inspection reports are on file prior to project approval and prior to any excavation or construction. Acceptance of the site inspections report shall allow the proposed development to proceed to the permitting stage. All activities under this mitigation shall be done in conformance with the policies and procedures presented in Chapter 11 of the County Hazardous Waste Management Plan.

In the event that site inspections uncover pesticide contamination, underground storage tanks, abandoned drums, or other hazardous materials or wastes in the project area, the inspection report preparer shall so notify the City. The City shall notify the County Health Services Department. Under the direction of the appropriate agencies, a site remediation plan shall be prepared by the project applicant that would (1) specify measures to be taken to protect workers and the public from exposure to potential site hazards both during construction and for future maintenance and (2) certify that the proposed remediation measures would clean up the wastes, dispose of the wastes, and protect public health in accordance with federal, state, and local requirements. Permitting or work in the areas of potential hazard shall not proceed until the site remediation plan is on file with the City. In accordance with OSHA requirements, any activity performed at a contaminated site shall be preceded by preparation of a separate site health and safety plan (prepared by the project applicant and filed with the City) for the protection of workers and the public. All reports, plans, and other documentation shall be added to the administrative record. All activities under this mitigation shall be done in conformance with policies and procedures in Chapter 11 of the County Hazardous Waste Management Plan.

8. City will require the following measures prior to approval of a specific development plan for a facility that handles hazardous materials:

a) Sealed, reinforced concrete should be used where hazardous materials could be handled (indoor and outdoor areas designated for storage, transfer, receipt or use).

b) A roof should cover all loading, unloading, and handling area to minimize rain falling on hazardous waste handling areas. This both reduces the risk of rain associated accidents (slips) and reduces the amount of stormwater runoff that needs to be collected and tested prior to discharge.

c) All stormwater runoff (and runoff from fire suppression activities) that comes from hazardous material handling areas or enters hazardous material handling areas should be collected and tested prior to discharge. Sumps should be built to contain any runoff collected; these would also contain spills and mixtures of runoff and spills. Sumps can be used to hold runoff until it can be tested and either discharged to the sewer or disposed of as hazardous waste.

Flooding

GOAL SF-C: Minimize the risks to people, property and the environment due to flooding hazards.

Existing and proposed programs and actions designed to meet the policies of Goal SF-C include the following:

1. City will incorporate new flood control measures along City's waterways.
2. City will enforce local regulations regarding illegal dumping of unwanted materials into local waterways.
3. City will maintain an open line of communication and sharing of flood control information with adjacent communities.
4. City will periodically monitor and inspect sites of existing and proposed developments located in areas prone to sea level rise.
5. City will continue to request that all land use development proposed within areas designated as medium to high flood areas submit geotechnical documentation mitigating any adverse impacts caused by the project.

6. City will incorporate a Flood Hazard Constraint Area into the RM - Resource Management District of the updated Zoning Ordinance, as soon as practical after adoption of the updated General Plan and Zoning Ordinance. The Constraint Area shall reflect information provided on the updated FEMA maps for the City of Richmond (when those maps are completed), and other information, as is appropriate.
7. City will encourage the Contra Costa County Flood Control District to conduct a watershed study in coordination with the City of Richmond and City of San Pablo that determines the extent of cumulative flood hazard posed by area-wide development (if such a study has not already been completed or is currently out-of-date). The study would assume worst-case development under the updated General Plan and estimate runoff volumes and peak flow under worst-case storm conditions. Information from this study could be used to determine whether development should be limited in certain areas, or whether flood control structures such as new channels or storm water retention/detention basins would be necessary within the project area. The findings would be incorporated into a Drainage Master Plan.
8. City will establish an annual budget, as funds are available, to correct local drainage problems.

Disaster/Emergency Services Coordination

- GOAL SF-D: Provide an efficient, coordinated response to emergencies and natural or technological disasters.**
- GOAL SF-E: Provide a high level of security and safety to the maximum extent possible through the prevention or reduction of crime to persons and property.**

Existing and proposed programs and actions designed to meet the policies of Goals SF-D and SF-E include the following:

1. City will provide access to disaster and emergency contingency plans by making copies available to residents at the Richmond and El Sobrante libraries.
2. City will continue to implement and update its Disaster Preparedness Program and Multi-Functional Hazard Plan.

3. City will continue to work toward updating the radio communication network with other emergency organizations.
4. City will continue to hold joint earthquake response exercises with neighboring communities on a bi-annual basis.
5. City will continue to provide community programs for residents on ways to prevent crime in their neighborhoods.

ELECTROMAGNETIC FIELDS

GOAL SF-F. Minimize the potential risk from electromagnetic fields (EMF) generated by electrical distribution lines.

Existing and proposed programs and actions designed to meet the policies of Goal SF-F include the following:

1. City will keep informed of scientific studies and legislation regarding potential hazards to human health from electromagnetic fields generated by electric distribution lines; and will cooperate with other public agencies and public utilities in informing the public of those potential risks and recommended measures to mitigate the risks.
2. City will investigate and apply where appropriate, school standards for electromagnetic fields in the School Site Selection and Approval Guide, California State Department of Education, Sacramento, 1989.

ADDENDUM TO SAFETY ELEMENT HAZARDOUS WASTE MANAGEMENT PLAN

Legal Requirement

This Addendum is intended to comply with State Law (AB 2948) which requires counties, and cities, either to adopt a county hazardous waste management plan as part of its general plan, or enact an ordinance requiring that all applicable zoning subdivision, conditional use permit, and variance decisions be consistent with the county hazardous waste management plan. The City of Richmond references applicable portions of the County Hazardous Waste Management Plan as a basis for its local Hazardous Waste Management Plan, and requires that the siting of specified hazardous waste management facilities be consistent with the Planning and Siting Criteria contained in the County Hazardous Waste Management Plan.

Hazardous waste generation in Contra Costa County is one of the largest in California. The purpose of this Addendum to the Safety Element is to protect the health, safety and welfare of the public, protect the environment, and maintain economic viability. It is imperative that Richmond and Contra Costa County plan for the safe and responsible recycling, treatment, transfer, storage, transportation, and disposal of hazardous waste.

The County Hazardous Waste Management Plan ("the Plan") was developed by the Hazardous Materials Commission, an advisory body to the Board of Supervisors on hazardous materials/waste issues. The planning process was a cooperative effort of the Hazardous Materials Commission, County staff, and a variety of interested public groups and individuals. In accordance with AB 2948 (Tanner, 1986), this Plan was developed with the participation of the public. This type of coordinated effort in addressing hazardous materials/waste issues began in Contra Costa County, prior to the passage of AB 2948 which required the development of this Plan.

Hazardous Waste Management Goals

(Note: Because the goals and policies of the Addendum to the Safety Element are developed from the County Plan, its format differs from the other elements.)

The specific goals of this element are related to the following:

A. Human Health and the Environment:

HW-A1 Encourage the development of and actively support alternative methods of hazardous waste management which demonstrate reduction in relative risk to human health and the environment.

HW-A2 In order to protect human health and the environment, the siting of new off-site hazardous waste facilities or expansion of existing facilities require the establishment of buffer zones particularly between the facilities and residential uses, parkland, trails, and open space facilities.

B. Illegal Transportation:

HW-B1 As appropriate the City will work with other Federal, State, and local agencies and law enforcement to prevent the illegal transportation and disposal of hazardous waste.

C. Regulatory Responsibility:

HW-C1 Any hazardous waste facility, either on-site or off-site, shall operate in agreement with applicable laws, regulations, and permit requirements. Although the County Health Services Department is not responsible for inspecting these facilities (it is primarily the State Department of Toxic Substances Control responsibility), the County Health Services Department is responsible for coordinating with other agencies concerned with the status of these facilities with regard to any violations.

D. Richmond Shoreline:

HW-D1 Protect Richmond's shoreline from accidental occurrences by controlling the location of new off-site hazardous waste facilities or the expansion of existing hazardous waste facilities adjacent to the shoreline and along a stream or creek.

E. Waste Disposal:

- HW-E1 Accept the responsibility to plan for the appropriate, safe and responsible disposal of hazardous waste generated in the City.
- HW-E2 Adopt policies and targets which allow for no further increases in and seek actual reductions in the volume and toxicity of hazardous waste committed to land disposal.
- HW-E3 Reduce the volume of hazardous waste which must be disposed off-site by encouraging in the following hazardous waste management hierarchy: (1) reductions in the use of hazardous substances; (2) the use of safe substitutes; (3) recycling; (4) resource recovery and reuse; and (5) treatment on-site (preferable to off-site); acknowledging, however, that even with the most advance alternative technologies, there will be some waste residues for which secure landfill disposal will be required.
- HW-E4 In accordance with the hazardous waste management hierarchy, eliminate hazardous waste generation to the maximum extent feasible through the use of an effective waste minimization/elimination program. Eliminate hazardous waste production and disposal to the maximum extent feasible and minimize the need for and or replacement of hazardous waste disposal sites.

F. Off-Site and On-Site Reduction of Hazardous Waste:

- HW-F1 Reduce by 40% the volume and toxicity of hazardous waste generated by the year 2000 using 1984 as a base from which to measure. When measuring this goal, recycling will be counted toward meeting the goal. In addition, amounts of waste from volumes resulting from major cleanup activities of waste generated prior to 1984 should not be counted when measuring the goal. This goal addresses waste that is managed on-site and waste that is transported off-site.

G. Public Awareness:

- HW-G1 Continue the full participation of the public in the planning for the management of hazardous waste.
- HW-G2 Inform the public of its responsibility to observe and report hazardous waste emergencies and educate the public on its proper role in hazardous waste emergencies.

- HW-G3 Provide for educating the public that no single answer exists, and treatment, or disposal of hazardous waste and the storage or transportation of hazardous materials will be guided based on the relative risk evaluation performed as part of the California Environmental Quality Act process.
- HW-G4 Describe for the public, in non-technical language, the range of technologies available for treatment (including recycling), storage/disposal and the associated risks and costs.
- HW-G5 Disseminate information to the public in clear, concise and non-technical language.

HAZARDOUS WASTE MANAGEMENT POLICIES/IMPLEMENTATION PROGRAMS

- HW-1 County Hazardous Waste Management:
The City in addition to the Hazardous Materials Commission will advise the Board of Supervisors on the City's hazardous materials/waste issues.
- HW-2 Environmental Review of Hazardous Waste Facilities:
When a hazardous waste management facility is proposed, the Richmond Planning Department will send via mail a letter to all responsible and interested agencies, persons and organizations stating that an Environmental Impact Report has been done on this Plan and it contains recommended mitigation measures for hazardous waste facilities. Furthermore, it will be the obligation of the City to consider these measures in the environmental review for the project.
- HW-3 Fair Share:
The City of Richmond shall enter into interjurisdictional agreements with other jurisdictions (e.g., the County and other cities) in order to: (1) balance economic efficiency in the size and type of facilities; and (2) responsibly handle its fair share of hazardous waste generated. No one area should be required to have more than its fair share of hazardous waste facilities. This policy recognizes that the North Richmond area of the City has more than its "fair share" of hazardous waste facilities.
- HW-4 Data Keeping - Waste Generation:
The City shall make available data on hazardous waste generated in the area to the County Health Services Department.

- HW-5 Proposed Facilities:
In accordance with the Health and Safety Code Section 25135.4 (a) and (b), no person shall establish or expand an on-site or off-site hazardous waste facility, unless the City makes a determination that the facility or expansion is consistent with the City Hazardous Waste Management Plan.
- HW-6 Site Closure (Interim):
The City of Richmond shall have the authority to temporarily close down any hazardous waste facility, either on-site or off-site, which does not operate under the guidelines of its regulatory program. Operators with repeated safety violations shall be cited by the City and could face possible permit revocation by the State Department of Toxic Substances Control.
- HW-7 Site Closure:
The County Health Services Department shall be responsible for coordinating with other responsible agencies and shall monitor the closure of old hazardous waste facilities and contaminated sites.
- HW-8 Assistance to Small Business:
The Waste Minimization Program will be administered by the County Health Services Department. The City shall refer generators to County Health Services Department for the technical assistance in achieving waste minimization and improvement in waste management methods used. The waste minimization inspectors must be properly trained in waste minimization and waste methods.
- HW-9 Waste Minimization/Waste Improvement Plans:
Together with the County, the City of Richmond shall assist hazardous waste generators in developing plans for waste reduction. As part of the Waste Minimization Program administered by the County Health Services Department, hazardous waste generators producing above a specified quantity of hazardous waste (to be set by the State Department of Toxic Substances Control) shall be required to submit to the County waste minimization/waste management improvement plans.
- HW-10 New Businesses:
The City shall require that environmental impact reports written for new or expanding businesses (or government facilities) contain an analysis of the operation's use of hazardous materials and the waste generating process to ensure that hazardous waste generation is being minimized

and that the maximum level of public protection is achieved.

HW-11 On-Site Treatment:

The City shall require appropriate on-site disposal of treated effluent meeting the permit requirements to the sanitary sewer. It is acknowledged that many small generators cannot afford or do not have the expertise to implement on-site treatment/disposal. As stated in the hazardous waste management hierarchy, source reduction and on-site treatment/disposal are preferred over off-site treatment/disposal. Waste water treatment personnel shall work with small businesses within the City to ensure that these types of systems do not adversely affect the waste water treatment process and do not put hazardous or toxic substances into receiving waters.

HW-12 Public Awareness/Education:

Residents in the City should be informed about proper purchasing, handling and disposal of products that create household hazardous waste. Public education is necessary to promote the use of non-hazardous alternatives to products which create household hazardous waste.

HW-13 Household Hazardous Waste Reduction:

The City should work with the County, State, and Federal governments and the private sector to encourage changes in product development, labeling, packaging and handling to reduce the amount of household hazardous waste generated. Ideas such as modifications in packaging, and substitution could significantly reduce the amount of household hazardous waste generated. Mechanisms such as surcharge on products can also be developed.

HW-14 Household Hazardous Waste Collection/Recycling/Disposal:

Household hazardous waste collection, recycling and disposal programs should be accessible on a regular basis and on a regular schedule to provide the public with a safe and convenient place to recycle and dispose of hazardous waste. These programs must meet all criteria for handling household hazardous waste.

HW-15 Household Hazardous Waste Program:

Pursuant to AB 939, the City of Richmond has the responsibility for formulating a household hazardous waste element as part of its solid waste management planning. Funding for household hazardous waste programs should be on a broad base. The County, Richmond and other franchising agencies will need to develop funding mechanisms for these programs.

- HW-16 Planning Level Analysis:
Project specific review is necessary to determine if a proposed hazardous waste facility is actually required. The review shall include facility capacity, location, and types of wastes handled.
- HW-17 Import/Export of Hazardous Waste:
There shall be no restricting the import or export of hazardous waste coming in and going out of the City as long as it complies with this Element, particularly relative to the concept of fair share.
- HW-18 Local Assessment Committee (LAC):
A Local Assessment Committee must be formed for a proposed new off-site, multi-user facility and for an existing off-site, multi-user facility that is proposing to significantly expand or modify as specified in the Health and Safety Code Section 25199.7. The LAC will provide input on issues of concern of the general public in the environmental review process. For facilities that require the formation of a LAC pursuant to section 25199.7, the formation of Communication and Information Panels will be required when land use permits are approved.
- HW-19 Risk Assessment:
Health risk screening, as required by the Bay Area Air Quality Management District or other regulatory agencies, shall be completed for all proposed hazardous waste management facilities. If a hazardous waste incinerator is proposed, a health risk assessment shall be required. Risk assessments and environmental impact reports of the project must be fully analyzed in one document. It is imperative to get the public involved in the risk assessment and environmental impact report at the earliest possible opportunity.
- The risk assessment analysis should include cumulative impacts of other hazardous waste management facilities in the general area. Furthermore, the risk assessment and environmental impact report should address health and environmental risks to major transportation corridors and impacts from catastrophic events.
- HW-20 Emergency Response Organizations:
a. The operator of a hazardous waste management facility requiring or requesting emergency assistance shall be liable for expenses accrued by the City Emergency Response Organizations.

- b. Residents adjacent to hazardous waste management facilities shall be notified immediately by the City Emergency Response Organizations of any accidental occurrences such as spills, leakages, or eruptions which may affect the health, safety and welfare of the public.

HW-21 Communication and Information Panels (CIP):
Communication and information Panels will be required whenever a land use permit is required for new hazardous waste transfer, treatment, storage, and disposal (TSD) facilities. Existing facilities or any facility that manages a large quantity of hazardous waste will be asked to consider establishing Communication and Information Panels.

HW-22 Local Host Community Mitigation:
In order to consider benefits and compensation to communities for impacts not covered by the CEQA process, proponents of new hazardous waste facilities that require a land use permit shall be required to meet with the impacted community to discuss project impacts and mitigation. When a facility is being considered for approval, local host community mitigation shall be considered.

HW-23 Site Specific Transportation Analysis:
As new off-site hazardous waste facilities or expansions of existing off-site facilities (where an approval action is required pursuant to Title 7 of the Government Code) are sited in Richmond, site specific transportation analysis must be performed on each application to determine if localized traffic capacity and safety considerations can be mitigated.

For each specific project, the project sponsor shall prepare a hazardous material transportation program. The transportation program shall identify the location of the new or expanded facility and designate either (1) specific routes to be used for transport of hazardous materials and wastes to and from the facility, or (2) specific routes to be avoided during transport of hazardous materials and wastes to and from the facility. Routes would be selected to minimize proximity to sensitive receptors to the greatest practical degree. The City shall review and approve the applicant's hazardous material transportation program or, working with the applicant, modify it to the satisfaction of the both parties. Documentation to that effect shall be added to the administrative record.

- HW-24 Minimizing Hazardous Waste Transportation:
In accordance with waste minimization hierarchy, there is a preference for waste minimization/source reduction and on/site treatment/disposal (including mobile treatment) to minimize the need for off-site treatment/disposal and the need for transporting hazardous waste.
- HW-25 Safety of Facility Access Routes:
All hazardous waste management facilities shall be located in areas where access roads leading to major transportation routes (e.g., arterials, freeways, or expressways) do not pass through residential neighborhoods. Transportation routes will be permitted where road networks are demonstrated to be relatively safe with regard to road design, construction, barriers (e.g., soundwalls), accident rates, traffic flow, and where residential frontages are minimized.
- HW-26 Communication Equipment:
Transporters of hazardous materials should be required to have communication equipment in their vehicle for use in the event of an accident or spill. Together with the County, the City recommends that the necessary laws or regulations be amended to require that these vehicles be equipped with communication devices.
- HW-27 Parked Hazardous Materials/Waste Vehicles:
The City shall discourage parking of hazardous materials/waste carriers in residential and commercial areas in order to prevent potential accident or spill problems.
- HW-28 Accelerated Clean-up:
The City supports accelerated clean-up, including containment, as quickly as possible commensurate with minimizing the risk to the environment and public health.

GLOSSARY

A-Weighted Sound Level (dBA or dB(A)). The sound pressure level in decibels as measured on a sound level meter using the A-Weighted filter network. It is a numerical method of rating human judgement of loudness. The A-Weighting filter is an electronic network built in to most of the sound level meters in use today, and causes the meter to measure sound in much the same way that people hear sound. That is, the A-Weighting is increasingly less sensitive as the frequency or pitch becomes lower than 1000 Hertz or higher than 4000 Hertz (for reference, telephones normally ring at frequencies between 500 and 3000 Hertz).

Ambient Noise Level. The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Ancillary Port Use Zone. An ancillary port use zone is a port priority use area. See definition of port priority use.

Basic Routes. Basic routes are all other roads within a jurisdiction that are not identified as regional routes.

Bicycle/Pedestrian Facilities. General types of bicycle/pedestrian facilities are included as part of the General Plan:

- A. Class I/Pedestrian Trails. (Independent Paths) Bike paths are two-way facilities separated from streets and highways. They provide a completely separated right-of-way designated for the exclusive use of bicycles and/or pedestrians with crossflows by motorists minimized. They may be many miles long or only short sections. They are typically constructed in conjunction with other public facilities (e.g., parks, infrastructure easements, or transportation rights-of-way).
- B. Class II/Pedestrian Sidewalks. (Striped On-Street Lanes) Striped on-street bike lanes are most often located in conjunction with arterial and collector streets. Sidewalks are provided for pedestrians. On-street bike lanes are located on the same pavement used by autos and are designed for one-way travel, in the same direction as automobile traffic. Typically, they are four to six feet wide and are separated from motor vehicle travel lanes by an 8" wide white paint line. They are usually found on the right side of the road, but may also be located on the left side of one-way streets. In some cases, parking

removal may allow the addition of striped bicycle lanes on existing streets without road reconstruction.

- C. Class III. (Designated Routes) Designated routes are streets on which bicycles and motor vehicles share the road without special treatment for bicycles other than identifying signs. Designated routes serve two functions: 1) they inform cyclists about the overall bicycle system; and 2) warn motorists to be aware of the potential for bicyclists.

Capital Facilities. Capital facilities are land, buildings and equipment, or portions thereof, valued at \$10,000 or more per unit, and with a life expectancy of at least five years. This definition excludes personnel.

Capital Improvement Program. A capital improvement program is a multi-year budgeting tool which programs capital facilities for construction or acquisition.

Circulation System. For purposes of this General Plan, circulation system is defined as the network of transportation facilities (including bicycle and pedestrian facilities) and transportation-related services (for instance transit) which provides mobility for the community's citizens, the movement of goods and people who have destinations in Richmond or which cause them to pass through Richmond.

City Limits. Encompasses incorporated territory where land use is controlled by the city.

Contra Costa County Transportation Authority (CCTA). The CCTA administers Measure 'C' funds.

Community Noise Equivalent Level (CNEL). CNEL is a rating of the 24-hour average noise level in an environment which accounts for a persons increased annoyance to noise occurring in the evening and night time hours. It is the average equivalent A-Weighted sound level during a 24-hour day, calculated after adding five (5) decibels to sound levels which occur in the evening after 7 p.m. and before 10 p.m., and ten (10) decibels to sound levels which occur in the night after 10 p.m. and before 7 a.m. Note: CNEL is generally considered approximately equal to Ldn since they are generally within 0.5 dBA of each other. Although the noise contour maps have been developed using the Ldn noise metric, CNEL is described here since some of the environmental noise criteria developed in California and referenced in the Technical Appendix are based on CNEL. According to the current State guidelines, CNEL is an optional noise descriptor which can be used in the preparation of noise elements.

Critical Facility. A facility which either (1) provides emergency services or (2) houses or serves many people who would be injured or killed in case of disaster.

Day-Night Average Level (Ldn). Ldn, like CNEL, is a rating of the 24-hour average noise level in an environment which accounts for a persons increased annoyance to noise occurring in the night time hours. It is the average equivalent A-weighted sound level during a 24-hour day, calculated after adding ten (10) decibels to sound levels which occur in the night after 10 p.m. and before 7 a.m. In the Ldn scale, those events that take place during the night (10 p.m. to 7 a.m.) are penalized by 10 dB. This penalty was selected to attempt to account for increased human sensitivity to noise during the quieter night time period, where sleep is the most probable activity.

Decibel (dB). The decibel is the common unit for measuring sound level and is generally provided on most sound level meters. The decibel is equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound being measured over the reference pressure, which is 20 microPascals.

Diversity. Differences among otherwise similar elements that give them unique forms and qualities (e.g., housing diversity can be achieved by differences in unit size, tenure or cost).

Earthquakes. Earthquakes are the vibrations of the ground that are caused by the shock waves generated when portions of the earth's crust move. Geologists have learned that earthquakes are initiated by movement along faults, or fractures in the earth's crust.

Enhance. To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

Excessive Noise Zones. For the General Plan, noise may be excessive when it exceeds an Ldn of 55 dBA.

Fault. A fracture or zone of closely associated fractures along which earth movements have taken place.

First Engine Company. The first fire engine company responding to an emergency call.

Flooding. A rise in the level of a water body or the rapid accumulation of runoff, including related mudslides and land subsidences, that result in the temporary inundation of land that is usually dry. Riverine flooding, coastal flooding, mud floods or mudflows, lake flooding, alluvial fan flooding, flash flooding, levee failures, tsunamis, and aluvial stream flooding are among the many forms that flooding takes.

Geology. The science of dealing with the origin, structure, and history of the earth and its inhabitants as recorded in the rocks.

Ground Failure. Mudslide, landslide, liquefaction or soil compaction.

Hazardous Material. A substance or combination of substances which, because of quantity, concentration, or physical, chemical or infectious characteristics, may:

- (1) Cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or
- (2) Pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported or disposed of or otherwise managed.

Hazardous Waste. A waste or combination of wastes which, because of quantity, concentration, or physical, chemical or infectious characteristics, may:

- (1) Cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or
- (2) Pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported or disposed of or otherwise managed.

Identity. A consistent quality that makes a city, place, area or building unique and gives it a distinguishing character.

Image. The mental picture or impression of a city or place taken from memory and held in common by members of the community.

Infrastructure. Infrastructure means non-mobile capital facilities (usually publicly owned) which are used to provide transportation and utility services. Infrastructure includes streets and highways, water lines, and storm and sanitary sewer lines.

Intrusive Noise. Noise which intrudes over and above the ambient noise at a given location. The relative intrusiveness of noise depends upon its sound level, duration, frequency, time of occurrence, and characteristics of the noise such as tones and abruptness.

Jobs/Housing Balance. For purposes of the General Plan, job/housing balance is defined as the reasonable opportunity for people to live and work within a defined area which generally encompasses the City's sphere of influence (SOI). (See Technical Appendix for a discussion of jobs/housing balance.)

Landmark. (1) A building, site, object, structure, or significant tree(s), having historical, architectural, social or cultural significance and marked for preservation by the local, state, or federal government. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

Landslide. A form of ground failure where there is a relatively rapid downslope movement of a dry mass of soil, rock and rock debris. The term is often used to include the sliding of wet earth masses such as mudslides and earthflows.

Level Of Service (LOS; Transportation). Level of Service (LOS) is a qualitative measurement of the degree of congestion on a roadway. LOS is described by a letter scale from A to F. "A" represents the best service and "F" represents the worst service. LOS E occurs when the volume of traffic approaches the road's capacity. LOS E is characterized by low operating speeds and numerous delays with congestion. LOS F represents a forced flow situation with more traffic attempting to use a road than it can handle. LOS F is characterized by stop-and-go traffic with numerous lengthy delays. (See Technical Appendix for a discussion of LOS.)

Liquefaction. A process that occurs when sand, silt, or gravel experiences a sudden loss of strength due to water saturation. Similar to landsliding and mud flows, liquefaction is a form of ground failure where the ground does not hold together.

MicroPascals. The Pascal (a unit of measurement) is one way of describing pressure such as air pressure. 20 microPascals (0.00002 Pascals) is a reference quantity which can be used when describing the fluctuations of air pressure created by sound waves.

Mitigation. An action which reduces the impact or effect of a development or capital project.

Multi-Hazard Functional Plan. The City's Emergency Plan for situations associated with natural disasters, technological incidents and nuclear operations. This is not a plan that deals with day-to-day emergencies; it is intended for large-scale disasters which can generate unique situations that could effect the well-being of large numbers of people.

Multi-modal Transportation. Multi-modal transportation is the use of different types of transportation systems (e.g., walking, BART and bus) within a single trip. For example, a person going to work (one trip) may walk to BART, ride BART and ride the bus to get to work.

Neighborhood. A planning area commonly identified as such in a community's planning documents, and by the individuals residing and working within the neighborhood. Documentation may include a map prepared for planning purposes, on which the names and boundaries of the neighborhood are shown.

Noise. Any unwanted sound or sound which is undesirable because it interferes with speech, hearing, sleep, or is intense enough to damage hearing or is otherwise annoying. The State Noise Control Act defines noise as "...excessive, undesirable sound..."

Noise Attenuation. Noise reduction. The ability of a material, substance, or medium to reduce the noise level from one place to another or between one room and another. Noise attenuation is specified in decibels.

Noise-Sensitive Land Use. Those specific land uses which have associate indoor and/or outdoor human activities that may be subject to speech, hearing or sleep interference, and/or annoyance from noise produced by community sound sources. Such human activity typically occurs daily for continuous period of 24 hours or is of such a nature that noise is significantly disruptive to activities that occur for short periods. Specifically, noise-sensitive land uses include:

- single- and multifamily residences
- mobile homes
- transient lodging such as motels and hotels
- dormitories
- hospitals
- convalescent care and rest/nursing facilities
- any other use which contains sleeping quarters
- places of worship
- libraries
- educational facilities
- auditoriums

Other Performance Standards (Non-Transportation Facilities). For purposes of the Growth Management Element, level of service standards (for non-transportation facilities) are described as an objective measurement.

Peak-Hour. The period during which the highest number of trips occur during a single hour in the day.

Peakload Water Supply. The supply of water available to meet both domestic water and fire fighting needs during the particular season and time of day when domestic water demand on a system is at its peak.

Planning Area. Richmond's Planning Area includes not only the City and its sphere-of-influence, but areas which bear some relation to the City's planning even though they may not be annexed or served by the City. It is bounded by the Pinole City Limits, Sobrante Ridge, San Pablo Ridge, the Alameda-Contra Costa County line, and San Francisco and San Pablo Bays. Three cities, Richmond, El Cerrito, and San Pablo are located within Richmond's Planning Area. Due to their close proximity, planning in Richmond is strongly tied to these two cities.

Port Priority Use. Port priority use areas include within their premises marine terminals and directly-related ancillary activity such as container freight stations, transit sheds and other temporary storage, ship repairing, support transportation uses including trucking and railroad yards, freight forwarders, government offices related to the port activity, chandlers and marine services. Other uses, especially public access and public commercial recreational development, are permissible uses provided they do not significantly impair the efficient utilization of the port area.

Public Right-of-way. The right-of-way includes the roadbed and adjacent lands in public control, including lands utilized for roadway protection, storm drainage, public utilities, pedestrian travel, and roadside plantings. Where appropriate, the right-of-way may also include cycling or hiking trails, roadside rests, or turnouts, etc.

Regional Routes. - See Routes of Regional Significance.

Richmond Redevelopment Agency. The Richmond Redevelopment Agency was activated by the City of Richmond in 1949. It is a public body, corporate and politic, distinct from the City of Richmond, and operating under California Health and Safety Code sections 33000, et seq. Under community redevelopment law, the Agency is a local agency of the State of California, executing the state policy of redevelopment, and not considered an agent of the City of Richmond except where City and Agency have entered into a contract to that effect. Although the members of the Richmond City Council separately serve as the governing board of the Agency, the obligations of Agency and the City are distinct. The Agency and City should thus both be parties to any development agreement guaranteeing permissible land uses. (See Government Code sections 65864-65869.5).

Roadways. There are four major categories of roadway facilities in the General Plan:

- A. Freeway. A divided highway providing for high-speed movement of large volumes of through traffic. Opposing traffic flows are completely separated, access is fully controlled with ingress and egress permitted only at specific points, and all crossings are grade-separated. Freeways generally provide two to four traffic lanes in each direction.
- B. Parkway. A highway providing for movement of through traffic at speeds exceeding those acceptable on other surface streets. Access is controlled. At-grade crossings are permitted. Parkways generally provide two to four traffic lanes in each direction.
- C. Major Thoroughfare. An arterial street which serves large volumes of traffic between communities and between other land use areas and facilities which generate large amounts of traffic. Major thoroughfares desirably have a median dividing strip and generally provide four traffic lanes plus two parking lanes. Entering traffic is controlled by stop signs or signals. Access to abutting property may be controlled. Railroad crossings should be grade separated.
- D. Secondary Thoroughfare. A roadway which serves as a connection between major land use areas and facilities and between major circulation elements such as freeways, major thoroughfares and transit stations. Secondary thoroughfares have two or more moving lanes of traffic and intersecting traffic is controlled by stop signs or traffic signals. Access to abutting property is not generally controlled.

Routes of Regional Significance. Routes of Regional Significance are designated by the Transportation Authority's Regional Committees and ultimately approved by the CCTA. Regional routes are defined as roads which may:

- 1. Connect two or more "regions" of the County;
- 2. Cross County boundaries;
- 3. Carry a significant amount of traffic; or
- 4. Provide access to a regional highway or transit facility.

Scenic Routes. A scenic route is a road, street or freeway which traverses a scenic corridor of relatively high visual value or a road that serves as an important visual or functional feature. It consists of both the scenic corridor and the public right-of-way. These routes serve as important visual and functional features that should be enhanced and developed to their full potential. Many of

the routes serve as major "gateways" into the various jurisdictions of the Planning Area and consequently their visual appearance is especially significant.

- A. Scenic Corridor. The scenic corridor is the area that extends beyond the scenic route right-of-way and is of sufficient scenic quality to warrant development controls to preserve or enhance its scenic qualities. The width of the corridor will vary depending upon the terrain of the area, development adjacent to the right-of-way and the extent of natural features which are to be preserved.
- B. Areas Extending Beyond Scenic Corridors. Views from scenic routes may extend beyond scenic corridors and comprise the remainder of the City and its environs. Therefore, certain basic general requirements for development are necessary to preserve and enhance the attractiveness of all areas. In developed areas, the primary methods include requirements ensuring preservation of outstanding views; preservation of existing trees; establishment of new landscaping; and controls on the type and location of utility and communication towers, poles and lines, and outdoor advertising signs and structures. In undeveloped areas, primary methods include regulations concerning grading and removal of natural vegetation; preservation of natural streambeds; landscaping; control of location and type of communication towers, poles and lines and outdoor advertising on signs and structures.
- C. Scenic and Landscaped Freeways. This designation includes freeways traversing the Planning Area. These thoroughfares may not be "scenic" in the traditional sense, but they are important roadways that should be enhanced.

Sea Level Rise: A rise in the level of the ocean's surface; especially the mean level halfway between high and low tide. There is a possibility of the mean sea level rising two to eight feet over the next hundred years. There is considerable uncertainty in these estimates. The Environmental Protection Agency suggests using a middle range of about four feet for planning purposes.

Seiches. A wave that oscillates from a few minutes to a few hours within enclosed or restricted bodies of water such as lakes, bays or gulfs as a result of seismic or atmospheric disturbances.

Seismically Induced Surface Rupture. A break in the ground's surface and associated deformation resulting from the movement of a fault.

Seismic Hazards. Seismic hazards occur as a result of earth tremblings initiated by a sudden jar or shock associated with faulting.

Slope(s). The four slope categories used in the General Plan are from the Alan Kropp and Associates, Inc., "Geotechnical Data Collection and Review El Sobrante Valley Area, Richmond, California," December 1991. The slope categories are based on percent slope measured vertically to horizontally. The slope information is intended to serve as a planning aid and is a key to the policies in the General Plan recommendations. The four general types of slopes referred to in the General Plan are:

- A. Gentle Slopes. 0 to 15%
- B. Moderate Slopes. 15% to 30%
- C. Moderately Steep Slopes. 30% to 50%
- D. Steep Slopes. over 50%

Soils. Naturally occurring complexes of silt, sand, clay, minerals, and organic materials.

Special Studies Zone. Refers to the Alquist-Priolo Special Study Zones Act (Sections 2621 to 2625, inclusive of the California Public Resources Code) which charges the State Geologist with responsibility for preparing maps delineating Special Studies Zones of appropriate width to encompass all potentially and recently active fault traces. The State Mining and Geology Board has adopted policies and criteria which pertain to those projects which fall under the purview of the Alquist-Priolo Act. Within the Richmond Planning Area, there is one Special Study Zone and it encompasses the Hayward Fault.

Sphere-of-Influence. Sphere-of-influence refers to unincorporated areas which may ultimately be annexed and served by the city.

Subsidence. The gradual, local setting or sinking of the earth's surface with little or no horizontal motion (subsidence is usually the result of gas, oil, or water extraction, hydrocompaction, or peat oxidation, and not the result of a landslide or slope failure).

Tenure. The classification of all occupied housing units as either owner-occupied or renter occupied.

- A. Owner-occupied. A housing unit is "owner-occupied" if the owner or co-owner lives in the unit even if the unit is mortgaged or not fully paid for.

- B. Renter-occupied. All occupied units which are not owner-occupied, regardless of whether cash rent is paid by a member of the household.

Topography. The physical features or configuration of the land surface such as the hillsides, lakes, shoreline, and man-made features such as bridges, reservoirs, and roads.

Transit. Transit means transportation services provided by a public agency, private organization or commercial enterprise, using multi-occupancy vehicles for trip destinations within the 9-county Bay Area.

Tsunami. A very large ocean wave caused by an earthquake, volcanic eruption, or other disturbance on the sea floor.

Volume/Capacity (V/C). V/C is a quantitative estimate of the ratio of a street segment, or intersection, volume divided by its capacity. The V/C ratio can be calculated for either present or future conditions. V/C ratios can be translated into LOS standards.

West Contra Costa Transportation Advisory Committee (WCCTAC). WCCTAC is a regional committee of the CCTA which addresses transportation issues in western Contra Costa County.

Wildland Fires. A fire occurring in a suburban or rural area which contains uncultivated lands, timber, range, watershed, brush or grasslands. This includes areas where there is a mingling of developed and undeveloped lands.

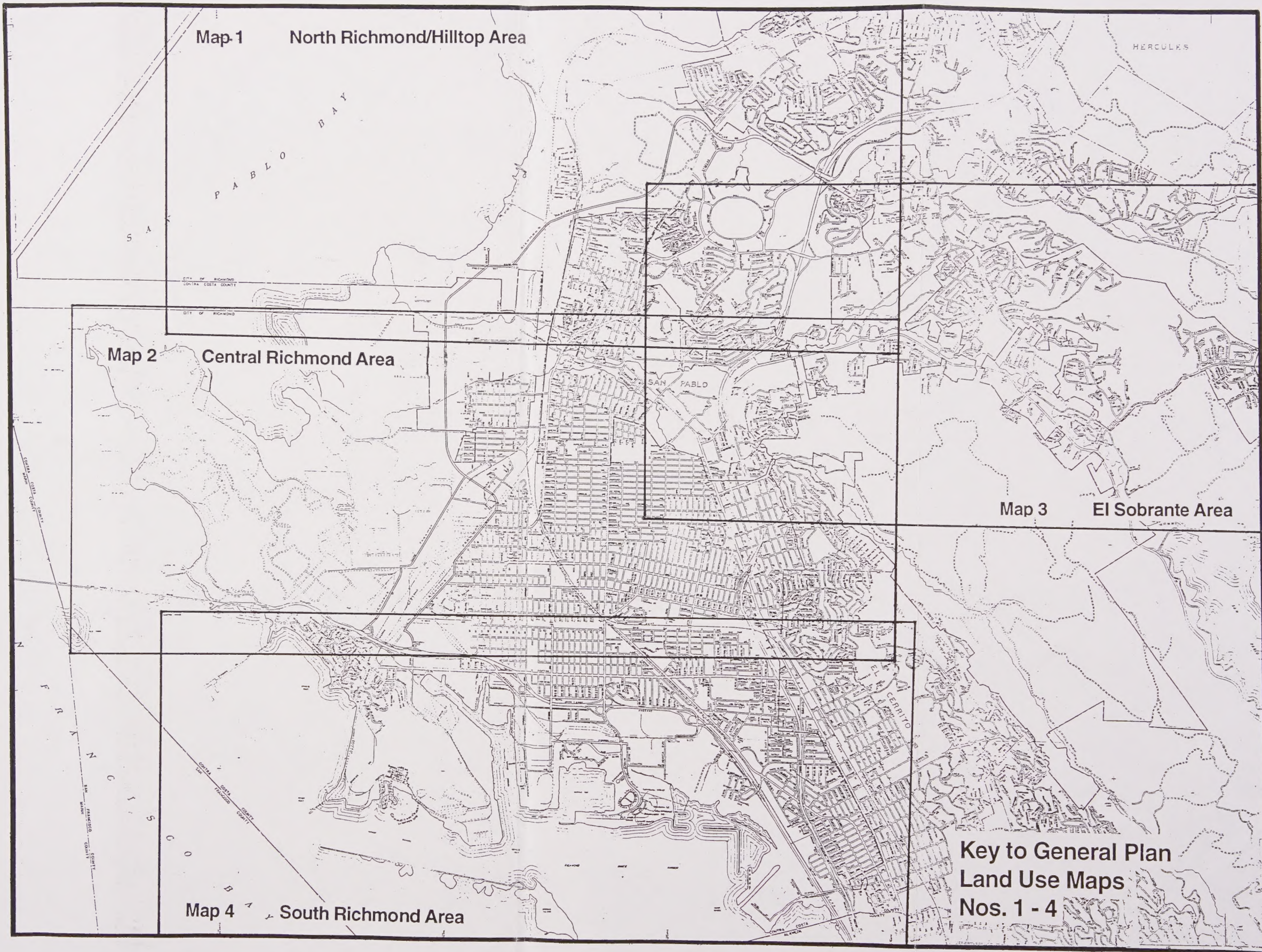
Map 1 North Richmond/Hilltop Area

Map 2 Central Richmond Area

Map 3 El Sobrante Area

Map 4 South Richmond Area

Key to General Plan
Land Use Maps
Nos. 1 - 4



Richmond General Plan Land Use Map

1 of 4

AUGUST 1994

RESIDENTIAL DENSITIES (in net acres)

- 942 Very Low (0 to 5 DU/Acre)
- 917 Low (5 to 9 DU/Acre)
- 918 Medium (9 to 28 DU/Acre)
- 944 High (28 to 43 DU/Acre)

COMMERCIAL & INDUSTRIAL

- 922A Neighborhood Retail
- 922 General Commercial
- 930 Regional Office/Shopping
- 931 City Center
- 910 Water Related Commerce & Commercial Recreation
- 920 Industrial/Office Flex
- 919 Light Industry
- 901 Heavy Industry
- 906 Port/Marine Terminal/Ship Repair

OTHER

- 964 Public & Institutional

OPEN SPACE

Archaeological & Cultural Resources
(Refer to Open Space & Conservation Map)

- 941 Preservation/Resource Areas
 - Agricultural Lands
 - Mineral Resources
 - Salt Marshes, Mudflats, & Creek Corridors

- 908 Recreation Lands
 - Community Parks & Facilities
 - Regional Parks & Facilities
 - Community Open Space
 - Trails
 - Golf Courses

- 936 Other Types of Open Space
 - Sanitary Landfill
 - Cemeteries
 - Water

NOTES:
Proposed parks and recreation facilities are not indicated but discussed in the Technical Appendix.

See Circulation maps for Trails and BART Extension.

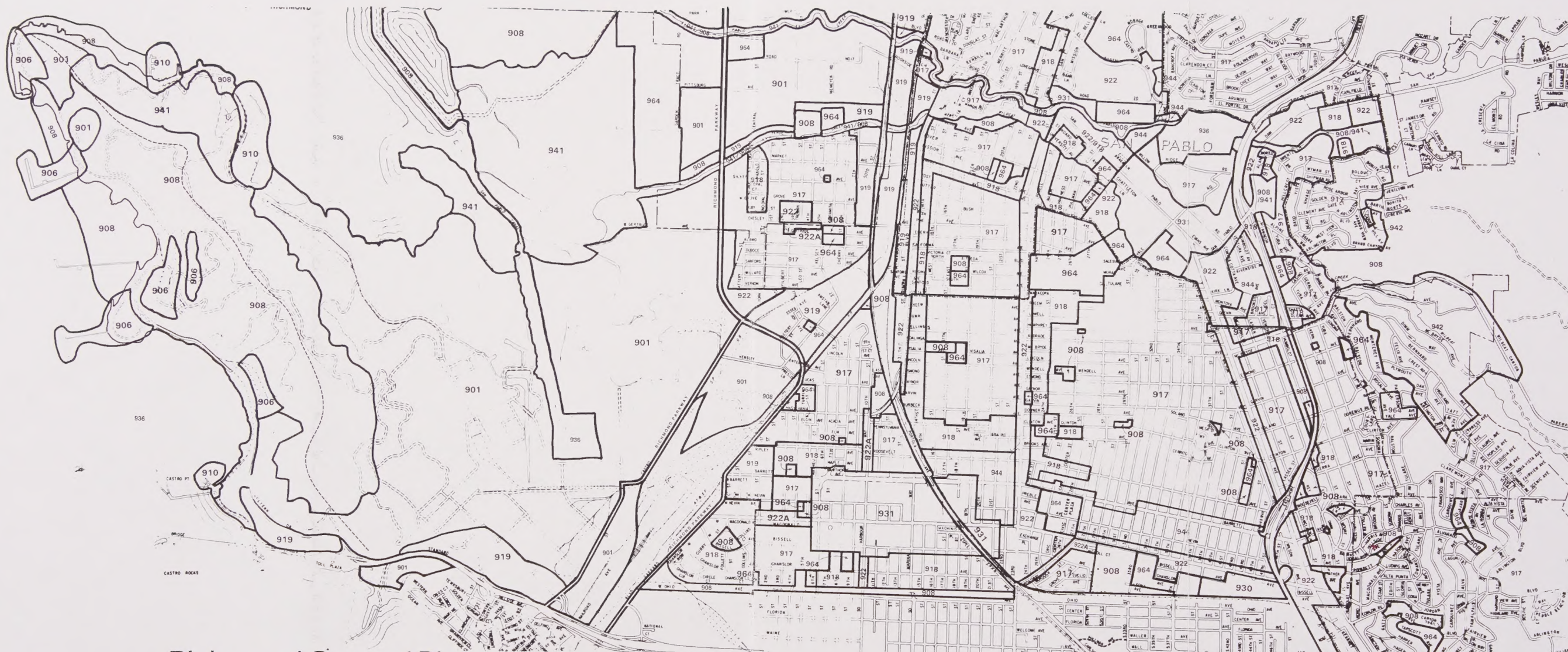
See Open Space and Conservation map for location of Open Space sub-categories.

----- City Line

CITY OF RICHMOND
CONTRA COSTA COUNTY

CONTRA COSTA COUNTY
CITY OF RICHMOND





Richmond General Plan Land Use Map

2 of 4 AUGUST 1994

RESIDENTIAL DENSITIES (in net acres)

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OPEN SPACE

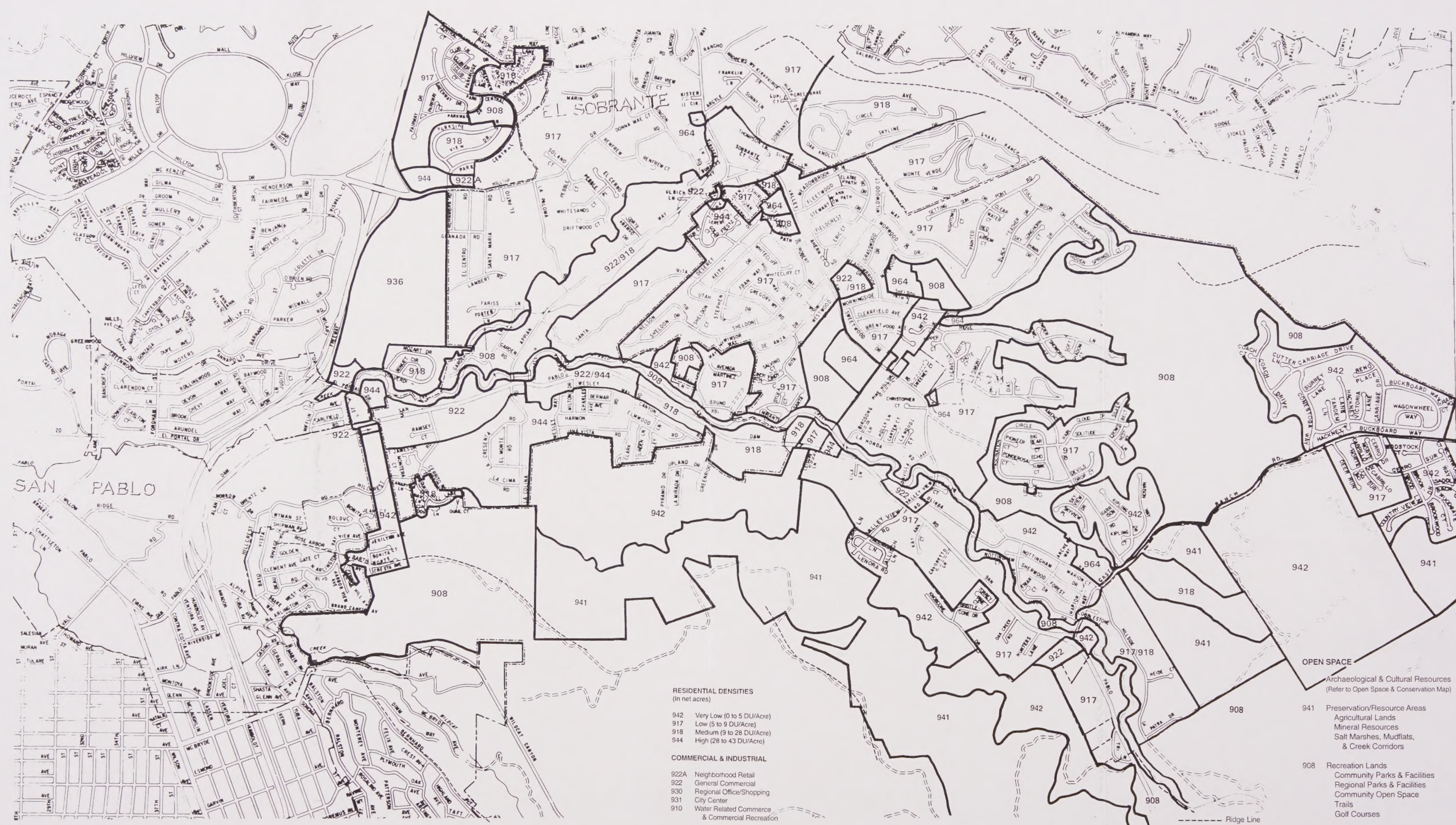
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Regional Parks & Facilities
Community Open Space
Trails
Golf Courses

- 936 Other Types of Open Space
Sanitary Landfill
Cemeteries
Water

--- City Line --- Ridge Line

NOTES: Proposed parks and recreation facilities are not indicated but discussed in the Technical Appendix.
See Open Space and Conservation Map for location of Open Space sub-categories.



Richmond General Plan Land Use Map

4 of 4 AUGUST 1994

- RESIDENTIAL DENSITIES**
(in net acres)

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COMMERCIAL & INDUSTRIAL

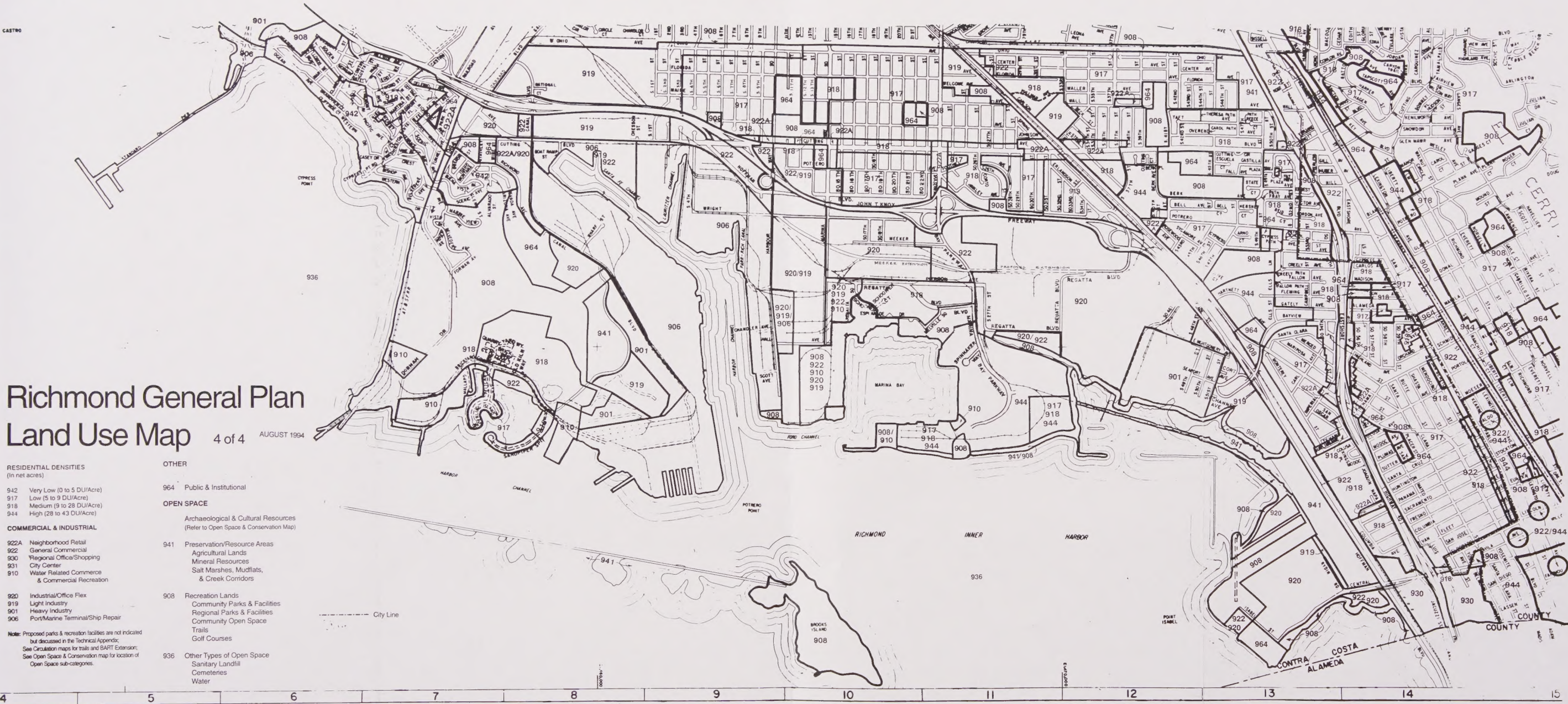
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City Line

Note: Proposed parks & recreation facilities are not indicated but discussed in the Technical Appendix. See Circulation maps for trails and BART Extension; See Open Space & Conservation map for location of Open Space sub-categories.



General Plan CIRCULATION PLAN, 1 of 2 Transportation

City of Richmond, California
August 1994



- Scenic Corridors
- Scenic & Landscaped Freeway
- Major Thoroughfare (Existing) & Parkway/Scenic
- Proposed Major Thoroughfare
- Secondary Thoroughfare/Scenic
- Proposed Secondary Thoroughfare
- B.A.R.T./Proposed B.A.R.T.

Circulation Plan
Map 1 of 2



**General Plan
CIRCULATION PLAN, 2 of 2
Bikeways/Trails**

City of Richmond, California
March 1994

..... CLASS I
----- CLASS II
----- Proposed

OPEN SPACE & CONSERVATION

General Plan City of Richmond, California March 1994

RECREATION LANDS

- Community Parks & Facilities
 - Regional Parks & Facilities
 - Community Open Space
 - Golf Courses
- (Trails - See Circulation Map 2 of 2)

OTHER OPEN SPACE

- Sanitary Landfill
- Cemeteries
- Water

PRESERVATION/RESOURCE AREAS

- Agricultural Lands
- Mineral Resources
- Mudflats
- Salt Marsh
- Creek Corridor

OPEN SPACE, SAFETY, SEISMIC SAFETY

- Wildlife Habitat
- Fishing Site
- Ridgeline
- Slopes 15% - 30%
- Slopes greater than 30%
- Special Studies Zone (Fault Hazard Area)
- Cultural Resources (Historical Landmarks)

For slopes in the El Sobrante area refer to Geotechnical Collection & Review for El Sobrante Area by Alan Kropp & Associates (December 1991)

Open Space &
Conservation

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